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The Newspaper of The Royal Navy and The Royal Naval Association

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Albion continues her 'Topping up' vital role off Borneo

INCREASED REBEL ACTIVITY

THE new Federation of Malaysia, uniting Malaya, Singapore and the territories of Sarawak and Sabah (North Borneo) was proclaimed in September, 1963, but with it came no relaxation in the "confrontation" by Indonesia towards Malaysia, but an intensification—and with this an increase in the rebel activity in Sarawak.

October saw H.M.S. Albion (Capt. Colin Madden, M.V.O., D.S.C., and Bar, R.N.) continuing her vital role in the Borneo operations, with her two squadrons—the Wessex helicopters of 845 Squadron and the Whirlwinds of 846 Squadron—still based ashore in Borneo and engaged in intensive flying operations from dawn to dusk.

At the beginning of October, one of the largest guerrilla bands ever to infiltrate across the Indonesian border attacked the kampung at Long Jawi in the Third Division of Sarawak—the same division in which an 845 Squadron detachment achieved outstanding success in rounding-up a rebel band in September. At the time of the Long Jawi attack H.M.S. Albion was in Brunei Bay disembarking R.A.F. Whirlwind Mark X helicopters to Labuan to enable the 845 Squadron detachment there to be transferred to Sarawak—the main trouble spot—and join up with 846 Squadron and the remainder of 845 Squadron.

Within 45 minutes of the news of the attack being received on board, H.M.S. Albion with the Wessex of 845 embarked were steaming at high speed to Sarawak. At first light the Wessex on board were flown off to Sibau from where they hopped to Song and then to Belaga, joining up with the Wessex helicopters already in the Third Division and which had been rushed to the scene of the attack.

REBELS IN TRAP

Immediately, units of the 1st/2nd Gurkha Rifles were lifted from Belaga into cut-off positions southeast of

Long Jawi, the direction in which the rebel band were suspected to be heading. As a result within a few hours the Gurkhas pounced as the rebels slid into the trap—18 of the band were killed and others injured. Subsequently the Gurkhas increased this to 38. The operation was probably one of the most successful yet carried out by the security forces and certainly one of the most spectacular. From Albion off the coast to Long Jawi near the Indonesian border was a distance of 250 miles—much of which was completely uncharted hilly jungle terrain.

A STARTLING INCIDENT

With the increase in rebel activity, the Whirlwinds of 846 Squadron split up into two detachments—one detachment being based at Simanggang, in the Second Division of Sarawak, and the other remaining at Kuching in the First Division.

One of the more startling incidents of the many operational missions carried out by the squadron occurred late one afternoon when the Simanggang detachment were completing deployment of troops of the 1st/10th Gurkhas. A "cut-off" patrol had been placed in the jungle close to the Indonesian border where it was believed a rebel band was camped. Because of the rough terrain the only method of getting the troops into position was by roping them down on to a pinnacle-type hill. Whilst in the hover the aircraft being flown by the senior pilot suffered a severe power loss and sank to the ground where, as it happened, its sheer luck a tree stump jammed into



The amount of food, stores, ammunition, oil fuel, etc., required by H.M. ships at sea is colossal—Ark Royal's oil fuel capacity is some 5,500 tons, and this huge amount does not last very long when steaming over the vast distances in the Far East. All H.M. ships are normally supplied with the necessary stores and fuel by Royal Fleet Auxiliaries while under way and a big fleet of tankers and other supply ships is kept at Singapore for carrying out this task in the Far East. Here, in a recent exercise, the carrier H.M.S. Ark Royal and the frigate H.M.S. Salisbury are about to replenish simultaneously while under way from the R.F.A. Retainer in the South China Sea. Retainer, displaces approximately 14,000 tons, Ark Royal (53,340 tons, full load) has a complement of well over 2,000 with front-line squadrons embarked. The aircraft direction frigate Salisbury, (2,350 tons, full load) has a complement of just over 200.

PROTECTOR SAILS

WHEN they left Portsmouth for the Antarctic on October 14, the ship's company of the Royal Naval ice-patrol ship, H.M.S. Protector (Capt. M. S. Ollivant, M.B.E., D.S.C., R.N.), hope to find some of the sunshine they missed at home this summer. They will arrive during the Antarctic summer and are hoping for some fine sunny weather so that they can ski and play deck hockey during off-duty hours.

But they can also expect some of the world's worst weather on the passage south from the Falkland Islands—and a lot of hard work when they arrive in Antarctic waters, which about half of the 250 officers and ratings on board will be seeing for the first time.

It will be the Protector's ninth season in Antarctica. She has undergone a refit and a large storing programme at Portsmouth and is ready for a seven-month period away from normal shore facilities.

H.M.S. Protector's work includes the continuation of a survey of the

ocean bed using underwater explosions and measuring the echo pattern from the bottom. This work will be carried out in company with the Royal Research Ship Shackleton.

DANGEROUS SURVEY

A Royal Naval survey party, led by Lieut.-Cdr. J. B. Dixon, R.N., will travel south in the ship and will be landed to carry on the detailed survey of the dangerous coastal waters of Graham Land.

The Protector's two helicopters will play an important role in a joint British Antarctic Survey and Royal Naval investigation of the South Sandwich Islands in 1964.



A Gorkha guard post at Song, in Sarawak, where Wessex helicopters of 845 Squadron have recently been operating

the bottom of the engine and so hooked up the aircraft. This prevented the helicopter from rolling into a 500-foot vertical drop. Fortunately a second helicopter was at hand and by practising his own particular version of the Indian rope trick the senior pilot was able to climb up into the cabin and return to base. Since the accident occurred late in the afternoon, no recovery could be effected that day and a Gurkha patrol was lifted in to guard the aircraft.

The next day a maintenance crew was flown in and began stripping the aircraft of as much gear as was possible so as to lighten it sufficiently for it to be lifted out by a Belvedere helicopter of the Royal Air Force. On the following morning all that required to be lifted off was the rotor head, which was removed by one of the squadron's helicopters with its winch, and then the whole aircraft was carried from its precarious resting place.

A QUICK REPAIR JOB

The damaged aircraft was flown some 15 miles to Engkulu, and after some of the fastest repair work in the history of the squadron, the aircraft was "rebuilt," the fault corrected and flew again the following afternoon—only 72 hours after its ignominious fall.

The intensive flying demanded of the squadrons, and over such uninviting country, can only be achieved by an extremely high standard of aircraft servicing. However, this was a challenge thrown at the squadron and ship's air engineering personnel—one that was accepted and one that was beaten.

[Note.—Sarawak is divided into five divisions, numbered from west to east.]

BRITAIN'S OUTSTANDING CIGARETTE



Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22551 (Ext. 72194)

EDITORIAL

At the annual meeting of the Royal Naval Benevolent Trust at the Mansion House, London, on October 31, at which, incidentally, Admiral Sir Alexander Bingley succeeded Admiral of the Fleet Sir George Creasy as President, it was revealed that expenditure for the year ended June 30 exceeded the income for the year by just over £27,000.

This is not a healthy state of affairs, particularly when it is remembered that the deficit on the previous year's running was also over £20,000. The cost of relief to individuals in the year just ended was nearly £148,000. The total income was £194,820 and the total expenditure £222,868. In addition to the sum expended on relief to individuals, the running costs of the Regular Forces Employment Association, the Trust's Invalided and Disabled Men's Special Scheme, the grants made to Homes and Institutions, and general administrative costs—all showed considerable increases.

CAN NAVY DO MORE?

Is the Navy doing all it should for the Trust? The men of two wars—and their families and dependants—are our responsibility. The Welfare State sees to it that these people have food and a roof over their heads, but circumstances often arise when the State cannot help, and this is where the R.N.B.T. comes into the picture.

The Navy man is proverbially generous. Every year large sums of money are donated to very worthy causes, and great credit is due to those men who plead and work for such causes, but rarely does one see special "drives" for the Navy's own Trust—a Trust which, over the past 40 years, has made grants to individuals of £3,261,807, has expended £407,782 on training and employment and made grants to kindred organisations and children's homes of £638,928.

These are very large sums of money and reveal, as nothing else can, the numbers who have needed help—and have been helped.

Ships and establishments—and individuals—are urged to keep the Royal Naval Benevolent Trust well in mind when considering the form in which their charitable bequests shall take, and endeavour to reverse the present disturbing trend.

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A LINK WITH THE PAST



This photograph will no doubt bring back memories to those who spent some of their early years at the Royal Naval School, Greenwich. The ship on the right is the Fame. The Editor is indebted to Mr. H. E. Brown, of Vancouver, for the photograph. In the July issue of "Navy News" Mr. Brown asked for the name of the ship and readers quickly provided the answer. In a recent letter to the Editor Mr. Brown stated that his old friend, Mr. "Happy" Day (91) entered the Royal Navy at Bristol in 1887. It would seem, therefore, that the H.M.S. Dedalus mentioned in the letter published in the July issue was, in fact, the drill ship H.M.S. Daedalus, then based at Bristol.

A superfluous 'E'

SIR.—In the October issue of "Navy News" the name of the ship H.M.S. Montagu is mis-spelled in the excellent article on page 13—"On a Split Yarn". There was no "e" at the end.

I joined H.M.S. Montagu at Devonport in 1903. She was launched and commissioned with an "e" at the end, but one day, as I was following two gentlemen towards her, one said to the other "That's not the way to spell Montagu," and the "e" was taken off and she remained H.M.S. Montagu until she went on Lundy Island.—Yours etc., E. WILKINSON, M.B.E., ex-Petty Officer, Cardiff.

[By Editor.—Mr. Wilkinson, a member of the Cardiff Branch of the Royal Naval Association, is thanked for his letter. Reference to the Navy Lists from 1901 to 1906 show the ship's name without an "e". The ship was named after the first Earl of Sandwich, whose family name was spelled Montagu.]

The Civil Lord of the Admiralty, Mr. John Hay, M.P., visited Malta from October 3 to 7. During his stay on the island he heard the views of authorities on the spot about current problems concerned with the run-down of naval facilities.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed, perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUBMARINE SERVICE

H.M.S. Tiptoe, early November, at Malta, complete refit. To return to United Kingdom for service in First Submarine Squadron.

H.M.S. Alarie, November 7, at Devonport, completes refit. For second Submarine Squadron.

H.M.S. Osiris, December 10, at Barrow, for service in Third Submarine Squadron.

GENERAL

H.M.S. London (G.M. Destroyer), November 14, at Wallsend-on-Tyne, for Home Sea Service, General Service Commission, April 1964, Home/East of Suez (18 months), U.K. Base Port, Portsmouth.

H.M.S. Loch Fada (A/S. Frigate), November 28, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron/26th E.S. (A).

H.M.S. Mohawk (G.P. Frigate), November 29 at Barrow, for Home Sea Service, General Service Commission, February, 1964, Home/Middle East (17 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Caprice (Destroyer), November, L.R.P. Complement, Rosyth.

H.M.S. Bulwark (Commando Ship), December 3, at Devonport, for Home Sea Service, Foreign Service from date of sailing, (Far East.)

H.M.S. Eastbourne (A/S. Frigate), December 3, at Rosyth for trials, Commissions for Home Sea Service, February 18, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Ajax (A/S. Frigate), December 10 at Birkenhead, for Home Sea Service, Foreign Service, from date of sailing—June, 1964 (tentative date), Far East, 24th E.S. (C).

H.M.S. Grafton (A/S. Frigate), January 2, at Portsmouth, for trials, Commissions for Home Sea Service, February 27, 20th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Defender (Destroyer), January 6, at Chatham, for trials. (To reserve on completion of long refit).

No. 706 Squadron (Bulwark Flight), January 7 at R.N. Air Station, Culdroe, for Foreign Service, Wessex.

H.M.S. Brighton (A/S. Frigate), January 9, at Portsmouth, General Service Commission, Home Med./Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Falmouth (A/S. Frigate), January 9, at Devonport for General Service Commission, Home/Med./Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Devonport (C).

H.M.S. Aigue (A/D. conversion), January 9, at Portsmouth, for General Service Commission, Home/Med./Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Striker (L.S.T.) and No. 3 Assault Squadron, January 14, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Crayford (Destroyer), January 15, at Gibraltar, for trials General Service Commission, Home/Med./Home/Med., May 8, 27th E.S. U.K. Base Port, Devonport (A).

H.M.S. Eagle (Carrier), January 16, at Devonport for trials, General Service Commission, Home/East of Suez, early June, 1964, U.K. Base Port, Devonport.

H.M.S. Cavalier (Destroyer), January 16, at Chatham, Increase from C. & M. Party to L.R.P. complement.

H.M.S. Ashanti (G.P. Frigate), January 23 at Devonport, General Service Commission Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport (B).

H.M.S. Corona (A.D. Conversion), January 30, at Rosyth, for General Service Commission, Home/East of Suez (16 months), 21st Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Palliser (A/S. Frigate), January, at Rosyth, L.R.P. complement.

H.M.S. Ulster (A/S. Frigate), January at Devonport, Increase from C. & M. Party to L.R.P. complement.

H.M.S. Dido (A/S. Frigate), Change classification of service, General Service Commission East of Suez/Home (16 months), 21st Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Ark Royal (Carrier), recommissions at Devonport on February 4, To count as Port Service, General Service Commission, August, Home/East of Suez, U.K. Base Port, Devonport.

H.M.S. Russell (A/S. Frigate), February 13, at Rosyth for trials, Commissions April 23 for Home Sea Service, S.M. Target Ship, U.K. Base Port, Rosyth.

H.M.S. Scarborough (A/S. Frigate), February 15, at Portsmouth, for trials, Home Sea Service Commissions, April 16, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Whirlwind (A/S. Frigate), February 13 at Chatham for General Service Commission, West Indies/Home/West Indies, 8th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Aurora (A/S. Frigate), January 18 at Clydebank, for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Dainty (Destroyer), February 27, at Portsmouth for trials, (To Reserve on completion of long refit).

No. 820 Squadron, March 3, at R.N. Air Station, Culdroe, General Service Commission, for H.M.S. Ark Royal, Wessex.

H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. Lincoln (A/D. Frigate), March 6, at Singapore for Foreign Service (Far East), 24th Escort Squadron (A).

H.M.S. Cook (Surveying Ship), March 6 at Singapore, Foreign Service Far East/Pacific (A).

H.M.S. Zulu (G.P. Frigate), March 9, at Glasgow, General Service Commission, Home/Middle East (19 months), 9th Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Zest (A/S. Frigate), March 12, at Malta for Home Sea Service, Foreign Service, Far East, September (tentative date), 24th Escort Squadron.

No. 800 Squadron, March 17, at R.N. Air Station, Lossiemouth, General Service Commission, Buccaneer.

H.M.S. Caesar (Destroyer), March 18, at Singapore, Foreign Service, Far East, 26th Escort Squadron (A).

H.M.S. Galatea (A/S. Frigate), March 24, at Wallsend-on-Tyne, General Service Commission, Home/Med./Home/Med., 27th Escort Squadron, U.K. Base Port, Portsmouth (A).

H.M.S. Rothway (A/S. Frigate), March 26, at Portsmouth, General Service Commission, West Indies/Home/West Indies, 8th Frigate Squadron, U.K. Base Port, Portsmouth.

No. 829 Kent Flight, March Change classification of service, General Service Commission.

H.M.S. Kirkliston (C.M.S.), End of March (tentative date) at Portsmouth, for Home Sea Service, 1st M.N. Squadron, U.K. Base Port, Rosyth.

H.M.S. Chichester (A/D. Frigate), March 31 at Chatham for trials, General Service Commission, Home/East of Suez/Home/East of Suez, June, 29th Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Kent (G.M. Destroyer), March, Change classification of service, General Service Commission, Home/East of Suez (14 months), U.K. Base Port, Portsmouth (C).

H.M.S. Agincourt (A/D. Conversion), April 7, at Portsmouth, General Service Commission (Phased), Home/Med./Home/Med. 27th Escort Squadron, U.K. Base Port, Portsmouth (A).

H.M.S. Lion (Cruiser), April 16, at Devonport, Home Sea Service, U.K. Base Port, Devonport (C).

H.M.S. Whitty (A/S. Frigate), April 21 at Portsmouth, Foreign Service from date of sailing, Far East (Phased), 26th Escort Squadron.

H.M.S. Loch Killisport (A/S. Frigate), April, at Singapore, Foreign Service (Phased), Far East, 26th Frigate Squadron.

H.M.S. Hermes (Carrier), April at Devonport, L.R.P. complement.

H.M.S. Redoubt (L.C.T.), May 1, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. Albion (Commando Ship), May at Portsmouth, for Home Sea Service, Foreign Service from date of sailing (Far East), U.K. Base Port, Portsmouth (C).

H.M.S. Llandaff (A/D. Frigate), May at Devonport, L.R.P. complement.

H.M.S. Eurymachus (A/S. Frigate), May 26 (tentative date) at Greenock, for Home Sea Service, 26th Escort Squadron, January 1965 (tentative date), Foreign Service (from date of sailing) Far East.

H.M.S. Delight (Destroyer), May 28 at Rosyth for trials, (To reserve on completion of long refit.)

H.M.S. Puma (A/A. Frigate), May 28, at Portsmouth for trials, General Service Commission, July 30, Home/South Atlantic and South America/Home/S.A. & S.A. 7th Frigate Squadron, U.K. Base Port, Devonport.

(Continued on page 3, column 1)

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STORMCLOUD PAYS OFF

On his last article, Neptune, who joined the Royal Navy as a Junior Seaman in 1904 and in 1929 was in command of H.M.S. Stormcloud, a destroyer of the Eighth Destroyer Flotilla on the China Station, told of a serious typhoon, during which the ship's foremast had been broken off at bridge level.

It was a great relief to know that the cable still held. If it had parted, I feel sure disaster would have quickly followed, for it would have been impossible to fix the ship's position; Stormcloud was enveloped in a dense screen of spray and rain, and with a driving, howling wind of 150 knots, it would have been difficult to judge what headway was being made, whatever speed the engines were turning at, and the use of a leadline was out of the question. I dreaded the thought of piling up on shore; I remembered the prayer, "Preserve us, O Lord, from the dangers of the sea," which, in my heart, I repeated.

Shortly afterwards, the rain eased, the wind veered, its velocity lessened and it became evident that the storm had given its final kick when it had brought down the foremast and with it the W/T aerial, thus breaking off all means of communication.

As the wind subsided and the rain ceased, so did the tension on our nerves decrease. By 1430 hrs., the sun was shining, the wind had completely dropped and it was possible to survey the havoc that the typhoon had caused. Several ships had been driven ashore while wreckage of all description was strewn over the harbour. On shore, houses had been blown down, and many roofs lifted off, and the roads littered with many of the Chinese signboards which usually dangled outside the business premises. Stormcloud had come through the ordeal, with the loss of her foremast, which could be replaced easily.

GIFT SERVICE

FOR over half a century the well-known firm of Messrs. C. H. Bernard & Sons, Ltd., Anglia House, Harwich, have been operating a gift service which has stood the test of time and, for a number of years, this firm has produced an attractive catalogue.

This year's catalogue illustrates the wide range of gifts, plus a supplementary service for chocolates and biscuits and no member of the family needs to be neglected. The customer serving abroad can be assured that his gifts will arrive at the right time and that the recipients are not going to be irked by having to pay Customs duties, or receiving packages broken in the post.

The double-page advertisement in this issue gives an idea of range of gifts available.

The following day, the harbour rapidly returned to normal. It always presented a most fascinating picture. Brilliant sunshine, blue skies, and the panoramic view produced by junks and sampans, as they sailed or drifted with tattered sails in all directions; ships discharging cargo midstream and the ferry steamers—steaming rapidly between Kowloon and Hong Kong.

RELIEF APPOINTED

Stormcloud was quickly fitted with a new foremast by the dockyard, and resumed duties on the anti-piracy patrol. A signal was received that relief crews for the Eighth Flotilla had left the United Kingdom on board H.M. Ships Concord, Cleopatra and Cambrian, and that my relief was taking passage on board H.M.S. Concord.

Less than three weeks after the typhoon, another warning was received. In this case quite a different problem was presented, for Stormcloud was berthed alongside the outer wall of the dockyard basin, without steam, having her boilers cleaned. The warning was received in the late afternoon, and the wind began to rise rapidly, binding Stormcloud hard on to the wall. It had been arranged by the King's Harbour Master to move vessels from alongside to their emergency moorings, but only a few tugs were available. After a conference with my chief engineer, it was decided to raise steam in one boiler, and if the tug had not arrived by the time steam was available, I would attempt to get away under the power of one boiler.

At 2300 hrs. the chief engineer reported steam available. At that time Stormcloud was bumping the wall violently and, on the seaward side, sampans and junks were streaming past on their way to the refuge harbour. Lying close astern was H.M.S. Bridge-water, and on the starboard quarter, a

large mooring buoy. I had been advised that it would be impossible to get off the wall. I had the choice of two evils, wait for a tug and risk damage alongside, or risk damage getting off the wall. I decided to take the latter. The ship's company went to stations for "shoving off" whilst I, and special duty men manned the bridge, and the chief engineer went to the engine room in readiness to put the engines to full speed astern, when it was rung down on the telegraph.

All was now set. I gave the order, "Let go aft—Hold foremast spring—Let go forward—Half ahead starboard—Slow astern port." It was a tense moment. Slowly, but surely, the stern came up into the wind; a certain amount of coaxing with the engines was necessary, but Stormcloud was responding splendidly, using half astern port, for short periods. The searchlight illuminated the mooring buoy off the quarter. Then came my final orders "Let go the spring—Full astern both engines." Stormcloud behaved gallantly and, thanks to the engineering staff, the berth was cleared quickly, tension was relieved, and we secured to the emergency buoy easily, and during the remainder of the night the searchlight was used to help other vessels in picking up their moorings.

SAILORS IN THE MAKING

By NEPTUNE

Stormcloud resumed anti-piracy patrol on September 23, 1929, the last one before recommissioning. On the night of September 26, a signal was received giving me instructions to intercept a steamship on passage from Shanghai to Hong Kong, as it was suspected that pirates had boarded her as passengers. I intercepted her at dawn on September 27 as she altered course for the Bias Bay area, when off the Chalang Lighthouse. When the captain was hailed, he said all was peaceful on board. Nevertheless, I escorted him to the entrance of Hong Kong Harbour.

PAYING OFF

This was the last of the patrols with

the present crew. To celebrate the occasion, when Stormcloud entered harbour, a long paying-off pennant was let fly, to the accompaniment of three hearty cheers. The crew had been on the station for two and a half years, and was elated at the prospect of returning home.

It was my last passage, too, but I was not elated. I felt very sad to be leaving her so soon. I thought that I was bringing my naval career to an abrupt ending. It is as well, perhaps, that we are unable to look into the future, however brilliant our plans may be. It is a true saying that: "What man proposes God disposes."

I turned over my command on September 30, 1929, and joined H.M.S. Concord for passage to Portsmouth on October 1. I was particularly sorry to leave my loyal and helpful opposite number, Lieut.-Cdr. E. W. R. Sim, Commanding Officer of H.M.S. Sterling. Later, he was promoted to commander and captain. We had indeed been very good friends, and unfortunately we never met again. He was captain of H.M.S. Galates when she was torpedoed off Alexandria in 1941. The country and the Royal Navy lost a very gallant officer and gentleman.

It had always been my ambition to specialise as a gunnery officer: I had the experience and all the qualifications, but the clips of this water-tight door were kept hard in the closed position.

When the door was opened, I was too old to be allowed to qualify, but I had served in lieu of a gunnery officer in several appointments, and was known as a "Bob-a-day" gunnery officer.

Although my ambition had been frustrated in this direction, I did not give up the ghost or take the line of least resistance, but concentrated on passing the necessary examinations for the command of a fleet destroyer, and in this I succeeded.

It may be thought, that, having achieved so much, it was rather stupid to retire voluntarily, but I have related just how much it was against my own wishes, but the condition of my eyes



H.M.S. Concord

at that time was the decisive factor. However, I could rejoice in the fact that my son could perhaps in some respects uphold the family tradition, and prove himself worthy of holding the King's Commission.

PLACED ON RETIRED LIST

H.M.S. Concord arrived at Portsmouth on November 22, 1929, and I was discharged to the Retired List on the following day. I then thought that I had said good-bye for ever to the White Ensign. It was not so, however, but I could not foresee, then, that the day would arrive when I would be recalled to active service, and eventually return to Hong Kong and become Captain Superintendent Dockyards, and take part in the recapture of the port from the Japanese.

In due course a letter informed me that "My Lords Commissioners of the Admiralty" had approved my being placed on the Retired List with the rank of commander, and expressed their appreciation of my services to the Royal Navy.

What of the future? I knew it would need a great effort on my part to settle down and adapt myself to the role of a retired naval officer. The countryside in November looked grim, especially as I surveyed my three acres of ground, with overgrown hedges, ditches blocked, and weeds growing in the long gravel path.

My son, who was serving his first year in H.M.S. Erebus, was being trained in executive subjects. He came home on Christmas leave, thus giving me the opportunity to deal personally with a "sailor in the making." Signals was his weak subject. I quickly produced a Morse key and lamp and by the time he returned to H.M.S. Erebus he was expert at reading Morse, and had a good grounding in flags and pennants, and had a few other moves on seamanship in general.

AN EVENTFUL YEAR

The year 1929 had been an eventful one for me. I had realised my greatest ambition, by being appointed to command a fleet destroyer. Then, when feeling almost on the crest of the wave, my sight failed me. After many anxious weeks, weighing up the situation, I had taken the plunge, and requested permission to retire, and, as the year came to an end, I joined the "Bowler-hat contingent." As 1930 dawned my prospects looked very dim, but my New Year resolution was to take steps to equip myself with commercial "know-how" and play my part to the best of my ability in a civil career.

(To be continued)

ENCOURAGING TOMORROW'S SAILORS

A NUMBER of H.M. ships have a close liaison with Sea Cadet units, leading to exchanges of visits and vehicles entrained for Alice Springs.

MEMBERS OF PARTY

All those who took part are set in the Fourth Submarine Division based at Sydney. The other members were Lieut. T. J. Sloane, R.N., from Chester, Lieut. R. D. Hull, R.N. (24), from Guildford, Sub-Lieut. F. S. Worthington, R.N. (23), who home is at present in Naples, E.F. S. A. Jennings (36), from Nova Scotia, A.B. L. Robb (25), from Penicook, 23-year-old A.B. R. Shipman, from Doncaster. The expedition's photographer was 40-year-old C. Rad. El. Elliott, from Dublin.

The party camped on an island on the lake shore while carrying out the survey. Traps and collecting equipment were provided by the Australian Museum of Sydney, and all animal specimens collected were preserved for scientific investigation when the party returned to Sydney on November 2.

Personnel Services. Then, in April, the Royal Arthur Club was decorated and now the petty officers on course have these two most comfortable rooms in which to relax during their leisure hours. A superb new squash court was built during the summer and is yet another indication of the late Lord Nuffield's generosity to the Services.

The front of the chapel, too, has been painted a light stone colour to distinguish it from the other buildings in the camp and a new oak door and porch add to its beauty. The new Wardroom starts to rise early in the New Year and the Petty Officers' Dining Hall and Servery will soon be completed.

The Chaplain of the Fleet, the Venerable Archdeacon R. W. Richardson, O.H.C., M.A., will preach at St. George's Church, H.M.S. Pembroke, on Sunday, November 17.

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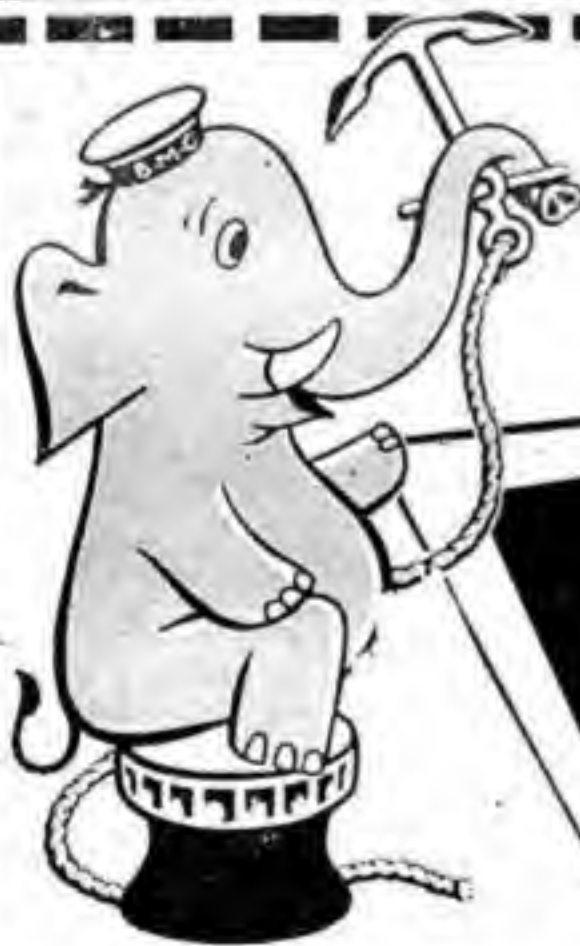
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The scene in Foulon cemetery when those lost from H.M. Ships Charybdis and Limbourne were remembered

Torquay at Guernsey for 'Charybdis' Day

SUNDAY, October 13, 1963, dawned a dull grey morning, setting a mood on the holiday island of Guernsey almost reminiscent of those dull grey days of 20 years ago when its lanes rang to the tramp of German jackboots.

From the picturesque harbour of St. Peter Port, the sleek grey shape of the frigate H.M.S. Torquay loomed through the morning mist; a boat could be made out leaving the ship and approaching the harbour, carrying a ceremonial party to commemorate Charybdis Day, an event in the history of the island's occupation which is probably little known outside Guernsey.

In 1943, the cruiser H.M.S. Charybdis and the destroyer H.M.S. Limbourne were sunk by enemy action off the Channel Islands. The first that Guernsey knew of this was when 11 bodies were washed up on the south-west coast of the island. Their red fibre identity discs enabled the authorities to identify the men. As the days passed, more bodies were washed up, until in all 19 were recovered, including some on the neighbouring islands of Herm and Sark; all were buried in Foulon cemetery, at St. Peter Port, Guernsey.

The Germans made an important ceremonial occasion of the funeral.

Four thousand of the local people attended, while the Wehrmacht provided pall-bearers, guard, firing party and so on. Even the German Commandant lent his presence to the occasion. The funeral made a great impression on the islanders, who sent some 900 wreaths; one was inscribed simply "From a little girl to another little girl's daddy."

Every year since, the anniversary has been honoured. This year it was H.M.S. Torquay's privilege to attend.

In the quiet, tree-girt cemetery, in the presence of the Island's Governor, the service commenced over the immaculately kept graves, flanked by motionless naval sentries and the colourful standards of ex-Servicemen organisations floating in a light breeze.

As "Reveille" followed "The Last Post," the sun broke through the clouded sky to cast an autumn glow on the wreaths laid at the graves, to keep fresh the memory of men of the Royal Navy who fell in action 20 years ago.

DIDO'S WARTIME LINK WITH BOLTON RENEWED

THE Navy's latest frigate, H.M.S. Dido, which commissioned on the Clyde on September 18, has now settled into her programme of testing and tuning equipment at Portsmouth prior to going to Portland in the New Year. While on passage from Glasgow to Portsmouth a Whirlwind helicopter operating from the Royal Naval Air Station, Culdrose, took the photograph which illustrates this article when the ship was some miles off the Lizard.

The previous holder of the name "Dido" was the famous 5,250-ton light cruiser whose 10 battle honours give a good indication of the part she played in the Second World War. She was first commissioned in 1940 and shortly afterwards was adopted by the town of Bolton. This link was maintained throughout the war years and a perpetual memento of the happy relationship between town and ship exists in the form of a silver rosebowl presented by the town in June, 1945, and now held on board the new Dido. It is hoped to renew this link with Bolton with a visit from the town's Mayor in the near future.

OTHER VISITORS

Other important visitors to H.M.S. Dido will be Vice-Admiral Sir Robert Elkins and Capt. A. F. St. G. Orpen, both captains of the last Dido, who will be visiting the new Dido on November 8.

Ex-members of the old Dido who would like to look over the latest holder of that famous name and compare the old with the new will have the opportunity to do so when the ship is alongside at Portsmouth on December 14, and all ex-Didos will be welcome on board.

In order that some idea may be gained of the numbers intending to visit the ship, officers and ratings of the old Dido who wish to take this opportunity of seeing the latest frigate to join the Royal Navy should write to the First Lieutenant, H.M.S. Dido, giving an indication of when they served in the previous Dido and the rank or rating they held at that time. Details of the arrangements for the visit will then be forwarded.



The new frigate H.M.S. Dido. Built by Yarrow & Co. Ltd., Scotstoun, Glasgow, December, 1959-September, 1963, the new ship's displacement is about 2,700 tons (full load) and her complement is 262

A £75,000 'Rest' opened in Singapore naval base

MESSAGE FROM THE FIRST SEA LORD

"I ONLY wish I was with you now; and look forward greatly to seeing the 'Completed Sailors' Rest' for myself before very long," wrote Admiral Sir David Luce, the First Sea Lord, who, as Commander-in-Chief, Far East, was actively concerned in the initial stages of the proposal put to the Trustees of the Royal Sailors' Rests to build overseas for the first time, and this encouraging message was read by the General Secretary of the Rests, Lieut.-Cdr. F. M. Savage, F.C.C.S., R.N., at the dedication service of the Royal Sailors' Rest, at Singapore, in the naval base, on October 4.

"The idea of building a Sailors' Rest at Singapore first came up when I was commanding the Far East Fleet. I thought it was a splendid scheme. It seemed to me to fill a long-felt want for comfortable accommodation in the naval base for the ships' companies of the Fleet where they can spend the night in cool and pleasant surroundings, without the long haul into Singapore city.

"Aggie Weston's Sailors' Rests are enormously appreciated throughout the Royal Navy, and this new one is ideally placed where it will benefit the sailors of our biggest sea-going fleet. The Board of Admiralty is most grateful to Miss Aggie Weston's Trustees and to those of King George's Fund for Sailors and the Naval Central Fund, who made its building to such a lavish scale possible."

FLEET FUND OPENED

Against the backdrop of the peach and primrose facade of the new building a large company of naval officers and ratings mingled with representatives of other Services, missionary societies and a host of local friends to hear the Flag Officer, Commanding-in-Chief, Far East Fleet, Vice-Admiral Sir Desmond P. Dreyer, express his pleasure at being asked to open the new Rest and, after an informal but moving service of thanksgiving and dedication, Admiral Dreyer announced

that a special fleet fund had been opened so that those on the spot could feel that they had a personal part in helping towards the cost. Although it had been opened only a week or so before, there was, already, an encouraging amount of deposit. He also presented to the General Secretary the second payment from the King George's Fund for Sailors, a cheque for £5,000.

The cost of the Rest is some £75,000, towards which the Admiralty Central Fund has donated £12,500, King George's Fund for Sailors, £10,000 and the China Fleet Club an interest-free loan of £4,000. Other gifts have been made by many private subscribers.

EVERY AMENITY

From now on, in pleasant surroundings reminiscent of the English countryside, the sailor and his family and friends will find all the simple and uncomplicated pleasures that Aggie Weston's set out to provide, plus the unprecedented provision of a competition-size (half Olympic standard measurement) swimming pool, smoothly tiled and surrounded by spacious verandas furnished with comfortable cane chairs and settees. Close by are the snack bar and soda fountain and within a few steps there are badminton and tennis courts which he can use for nothing, paying only a

small fee for the hire of sports equipment.

The Rest has a spacious restaurant, cool lounges and facilities for billiards, snooker and table tennis, and, at the end of the day, he can retire to an air-conditioned cabin and a foam-rubber bed for a very modest charge.

Thus, within half a mile of his ship or establishment, instead of the 17 miles to Singapore city, the sailor can enjoy pleasant recreation and a good night's rest, away from the temptations of the East.

CAMPING OUT



Cooking ashore in Sarawak. Cook Shan, of 845 Squadron, and his oven



WHEN YOU HAVE TO WEIGH MORE THAN THE ANCHOR...

There comes a time when every sailor goes shore-side for good. Roll on, you might say. But just weigh up for a moment what it means. All the grub, gear, leave, quarter and so on that comes Freeman's now have to be paid for in Civvy Street—and that's a very different part of the ocean!

Sensible saving is the answer, especially when you've a family to think of and a house to buy someday. By starting saving now with Liverpool Investment Building Society you can take care of the future. L.I.B.S. adds a generous interest to the money you save, Income Tax paid—and when you do start thinking about your own house, your L.I.B.S. savings could pay the deposit and help you get priority for a mortgage.

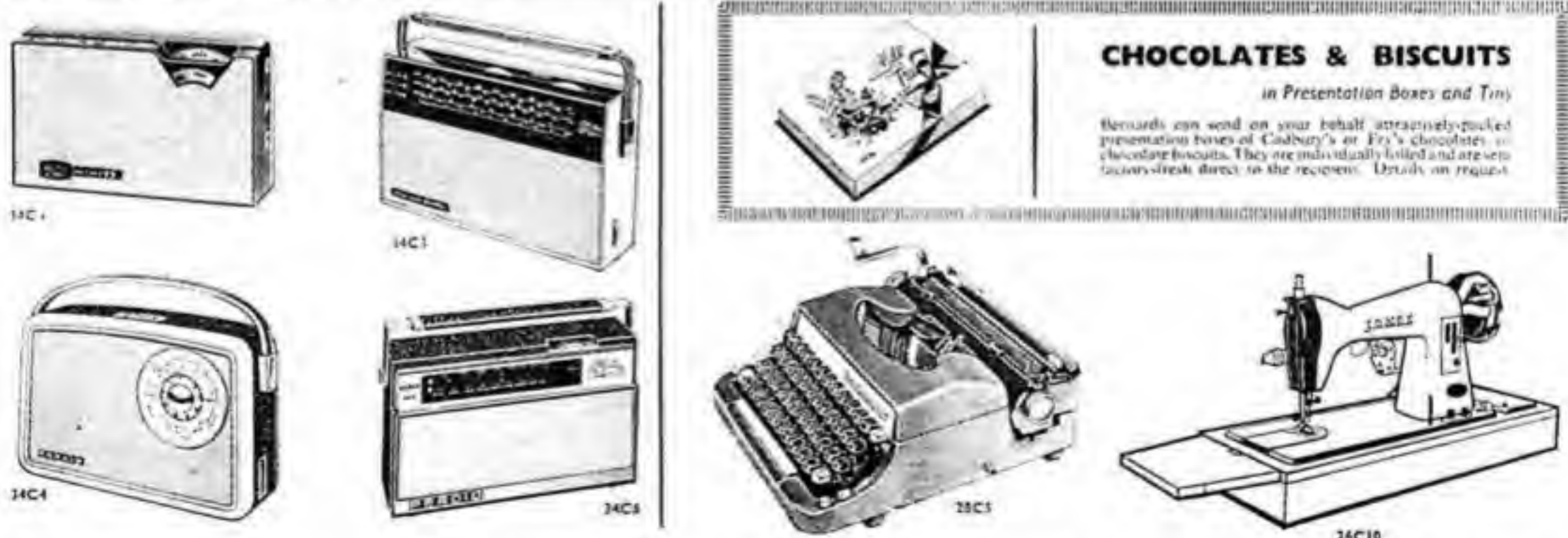
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FINDING THE 'BEST BUY' FOR THE ROYAL NAVY

Director of Victualling spends over £10 million a year on food and clothes

[THE saying "An army marches on its stomach" is attributed to Napoleon and although it is, perhaps, stretching the analogy too far to say that "A navy sails on its stomach," there can be no doubt that the Twin Pillars of Content, pay and food, plenty of good food plays a tremendous part in maintaining the morale of the Navy. For years the men of the Navy have lived, if not like fighting cocks, certainly adequately and with the best that could be provided under the particular conditions in which the sailor lives, and today, with modern methods of preparation, storage, etc., his food compares with that supplied anywhere. The following article by a member of the staff of the Director of Victualling illustrates the care and attention which are given to seeing that the men of the Navy have the best that money can buy.]

"WHICH?", the publication of the Consumers' Association, tells its members about goods available in the shops, compares makes and prices and recommends Best Buys and Value-for-Money. The phenomenal success of this venture—readership approaching the three million mark—shows that, even in domestic spending, goods are not sold by the ad-slogans and commercials which tell people nothing about the actual properties of a product.

Spending by the Director of Victualling is domestic multiplied one hundred thousandfold. For food alone the bill for the Royal Navy (excluding the cash allowances for the large numbers who do not eat in messes) runs at six and a half million pounds a year. He also has to provide clothing, bedding and mess traps. As this accounts for nearly another four millions pounds a year, *Which?* for the Navy is vital. In spending this money the Victualling Department is continually conducting examinations on *Which?* lines and over the years has developed sophisticated techniques, which would no doubt be fully appreciated in the offices of the Consumers' Association.

Which? confines itself to testing, from products already offered on the market, a selection of interest to its members. Before the Director of Victualling gets to the testing stage, he has to specify to manufacturers what he wants, not for selected items, but for nearly every item which he buys to meet his special needs. In the food range he must have products which, in addition to the normally accepted commercial characteristics, will keep in extremes of heat and cold experienced in the varied world-wide climates where H.M. ships operate; as the *Daily Telegraph* put it: "his staff

have to guarantee the good-eating quality of a tin of peas whether it is served in a ship wedged in Antarctic ice, or off Kuwait." Similarly, uniform clothing must be suitable for hard wearing in the range of climates in which it is worn. Being "uniform,"

it is unique in design. Each garment must be standard in colour and cut and made in a size range which will fit today's sailors (they are taller and slimmer than their previous generations). Bell-bottomed trousers, for example may be made up by numerous different manufacturers over the years, all working to a precise specification.

LITTLE LEFT TO CHANCE

In his need for specifications, the Director of Victualling is more on a par with Marks & Spencers. A writer in the *Observer* recently described Marks & Spencers' specifications as "leaving little to chance, covering such details as stitches to the inch, seam puckering ('feed pucker') and the 'inherent pucker' and the size of the hanger loop." The same could equally be said about Victualling Department specifications. For a seaman's black leather shoes it runs to three foolscap



Wrens dealing with customers at the clothing store, R.N. Air Station, Lissie-mouth

sheets. For stewed steak it lays down which parts of the carcass may be used, the weight of actual meat which has to remain when the gravy is drained off and the permissible limits of fat.

The purpose of specifications as contract documents is to say exactly what is required and to define agreed methods of tests to be applied. To allow a manufacturer scope to cut costs with new production methods, specifications are based mainly on performance tests and, for clothing and footwear, always require conformity with a standard pattern.

Many refer to British Standards. The Victualling Department not only makes use of British Standards but sometimes helps to establish them. William Forsyth, in charge of its textile laboratories, is chairman of a number of British Standard panels and was

largely responsible for meeting housewives' criticisms of the uncertain quality of domestic sewing threads by getting a British Standard agreed. More indirectly a copy of each specification prepared is passed to the British Standards Committee for possible use, modified, as a British Standard.

The *Observer* writer went on to describe "the Marks & Spencers' nest of laboratories to test such things as stretch and endurance of socks (with mechanical feet) and the flavour of food or . . . professorial figures testing the new layer for the chocolate cake." The Director of Victualling's staff of scientists carry out all food and mess-trap research in a new £20,000 laboratory built inside Royal Clarence Yard at Gosport. This up-to-date laboratory is appropriately on the site where the Navy's food interest goes right back to the days when ships' biscuits were manufactured in the yard and the salt meat produced from animals slaughtered there. The textile laboratories remain near the centre of the textile industry at Bolton, Lancashire.

NEED TO BE INVENTORS

The Victualling Department scientists, in addition to testing samples of established products, also have to be inventors to meet the Navy's unique needs. In submarines and small ships, bread used to be unobtainable once limited stocks from shore were used up. Putting a bakery into small ships was out of the question because of space and manpower limitations. There were two possible approaches: to keep bread baked ashore fresher longer or find another way of baking bread without the conventional bakery equipment and the baker's skill. Both have been developed. Preservation is successfully achieved by freezing. This has limited application. It needs refrigerated space for the bulky manufactured product and the penalty for every cubic foot of refrigerated space is nearly a cubic foot of machinery. The food experts at Gosport, under Walter Lee looked at the cake mixes on the market (just add water) and applied the principle to bread. The result is bread mix, or, in popular vernacular, instant bread. This can be carried on board as dry premeasured ingredients and made by anyone who can follow a sequence of eight simple instructions. The writer was recently unable to distinguish between bread from mix and the commercial product.

Another recent development is the submarine sleeping bag. One special feature of the requirement was that the person using it could get out instantly. This has been achieved by using a new nylon zip incorporating a quick release device. Another novel feature (being modified in later versions) is the use of patented adhesive pads to hold the sheets in place. These resist the sort of lateral pressure imposed on them when sleepers toss and turn, but come away easily under vertical pressure.

All sorts of research organisations and commercial firms help in the development of prototypes. After laboratory tests, small quantities are

manufactured for trials. This is where the customers can help enormously. Nothing is more frustrating to the scientist than to put in a lot of development work and then find he gets a cursory customer opinion to evaluate. It is not unknown for an article to be apparently successful during trials and then to cause a howl of protest from the Fleet when it goes into general service. Frustration apart, this can also be very expensive and the cause can often be tracked back to trials not carried out under the stipulated operating conditions or not closely observed.

DETERMINING THE BEST BUY

To return to the more normal run of business, buying established products. Before a contract is placed, samples from competing manufacturers are analysed to determine the best buy. During analysis even the scientists do not know whose products they are handling. To avoid prejudice, labels are removed and a batch of samples is distinguished only by alphabetical code letters in descending order of price.

To deal with food testing only, not a book but a whole library could be written about the infinite variety of problems connected with food preservation. The food we eat is basically animal or vegetable in its raw state. From the moment it is killed or picked it begins to deteriorate. Whatever is done to preserve it from that moment onwards merely slows down the process. Its edible life can be greatly prolonged if it is canned or dehydrated, or, for some foods, cooled or frozen, but whichever method is adopted, deterioration to the point where it becomes inedible occurs after a predictable period of time.

For the sake of sweeping simplicity, all the yeasts, moulds, bacteria and the like which cause deterioration are linked together as "bugs." Some are lethal, some can cause different forms of gastro enteritis. Some lie low until conditions are right and then breed like rabbits. In the food laboratory incubation and refrigeration tests are used to chart their behaviour in temperature and climatic extremes. The manufacturer, of course, tries to get rid of them during processing, but if, for example, can seams are slightly faulty, bugs have a nasty habit of finding their way back into the tin through the cracks and may eventually lead to such disasters as blown cans. When you take into account that the number for one contract could be 300,000 cans "disaster" is the right word.

FOOD TASTERS

Devices such as spectrophotometers, polarimeters and extensometers are employed, but one thing no machine can do is to tell us what food tastes like. To overcome this, tasting panels are used to assess these subjective qualities. They are used by the scientists as laboratory instruments to evaluate taste characteristics. Anyone with an ordinarily discriminating palate can be trained to react according to a specially developed technique

(Continued on page 9, column 1)

"If only I had the money!"

You may have said it yourself. But, consider. You will probably never have a better opportunity than you have now of putting some money aside for the future. You enjoy good pay—with no overheads—and all the facilities of the Post Office Savings Bank scheme are yours for the asking. What could be simpler? Make saving a good habit. Save as much or as little as you like, but do it regularly. Keep your money in the Savings Bank as long as you possibly can. You will find that it soon mounts up and collects interest—ready to help start you up in the trade you are now learning in the Service, or for furnishing your home when you get married.

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Issued by H.M. Forces Savings Committee.



This picture gives an idea of the huge stores necessary for the bulk stowage of food for the Navy. An aisle in the Naval Victualling Depot at Botley

Three Pembroke ratings climb Kilimanjaro

AN officer and five young ratings from H.M.S. Pembroke have just returned from a course at East African Outward Bound Mountain School at Loitokitok, 140 miles from Nairobi.

Cdr. B. H. Mosenthal, who is to be the next commanding officer of H.M.S. Royal Arthur, the R.N. Petty Officers' School, at Corsham, acted as an instructor and S.A. Douglas Slade (22), of Bristol, Stc. Gordon Meikle (18), of Lowestoft, Jnr. Stc. Peter Llewellyn (16), of Hereford, Jr. Ck. Peter Harrison (16), of Hounslow, and Jnr. Wtr. Alan Wilson (17), of Drongan, Ayrshire, were students on the course, which comprised 60 boys, three-quarters of whom were Africans.

The boys were split up into patrols of seven or eight with the races equally divided. The average age was older than that of the naval party and Peter Llewellyn was one of the youngest ever to have completed the course.

KILIMANJARO CLIMBED

A third of the 24-day course was spent in three expeditions on Mount Kilimanjaro, which rises to its snow-

capped summit behind the school. The final of these expeditions is to the summit, 19,400 feet, and three of the ratings were successful in reaching it. Although the actual route to the summit is not technically difficult and involves no rock climbing, the effects of the height are keenly felt above 15,000 feet, and mountain sickness and extreme exhaustion were common. Three and a half days are spent on the ascent, and for the final climb, the parties set out from the school's mountain hut at 2.30 a.m. By the end of the day, many had been on their feet for over 17 hours and had been extended to their limit.

During the second of these expeditions, the students have to spend a night out alone in the bush at around 11,000 feet. They are each allocated a camping position a quarter of a mile apart and have to build themselves a rain-proof bungalow of branches and grass; they are given only two matches to light their fires for supper and breakfast. At other times during these expeditions most nights are spent in mountain caves.

During one of the early expeditions, Alan Wilson was unlucky enough to be taken seriously ill with pneumonia on the mountain. He was carried down on a rope stretcher several thousand feet by other boys, and then flown to the Military Hospital in Nairobi by an Army plane. He has fully recovered, but was unable to take part in the remainder of the course.

Apart from the expeditions, there are a wide variety of activities in the school for increasing agility and physical fitness, and developing initiative.

The students take it in turn to act as captain of their patrols and, as at any Outward Bound School, team work, initiative, self-confidence and self-reliance are amongst the qualities which the course hopes to develop.

PLENTY OF GAME

The village of Loitokitok is very much in the wilds, 80 miles from the nearest town. On the plains close by, an enormous amount of game roams free, and giraffe and zebras were almost too common to invite comment. Elephant, buffalo, hippo, cheetah, a wide variety of buck and many smaller animals were seen. Those who wanted to see lion had to visit the Nairobi National Park.

This is not the kind of training project that can be undertaken very frequently, but there is no doubt that this course, and indeed the whole trip provided the most magnificent and valuable experience for these fortunate young men and one that they will not quickly forget.

ARK ROYAL AT SINGAPORE



Far from drizzling rain and November fogs, H.M.S. Ark Royal (Capt. M. P. Pollock, M.V.O., D.S.C., R.N.), firing a salute as she passes the Admiral's Flag at Beaulieu Point, Singapore. The fronds of the palm trees make a suitable frame for the carrier, (53,340 tons, full load), built by Cammel Laird & Co. between May, 1943, and February, 1955.

First Sea Lord

THE First Sea Lord, Admiral Sir David Luce, G.C.B., D.S.O., O.B.E., went to sea in the nuclear submarine Dreadnought from Devonport on October 31.

Admiral Luce arrived at Plymouth for a visit to naval ships and establishments in the area on October 29 after travelling overnight from London. He was received by a guard and band from H.M.S. Drake, the R.N. Barracks, Devonport, when he arrived at the naval headquarters at Mount Wise for discussions with the Commander-in-Chief, Plymouth, Admiral Sir Nigel Henderson, K.C.B., O.B.E., and his staff.

During the morning, he visited the aircraft carrier Eagle and the commando ship Bulwark in Devonport Dockyard.

After lunching with the Admiral Superintendent of Devonport Dockyard, Vice-Admiral G. D. A. Gregory, C.B., D.S.O., the First Sea Lord visited H.M.S. Fingard, the R.N. Artillery training establishment and H.M.S. Raleigh, the new entry training establishment, both at Torpoint.

On Thursday, the First Sea Lord went to H.M.S. Cambridge, the R.N. Gunners Range at Weinbury, and also the R.N. Engineering College at Manadon, where he inspected divisions. He lunched with Major-General N. H. Taitford, D.S.O., Commanding Plymouth Group, Royal Marines, and spent the afternoon with 43 Commando, Royal Marines, at Stonehouse Barracks.

Later that day, he embarked on H.M.S. Adamant, depot ship of the Second Submarine Squadron, to go on board Dreadnought (Cdr. B. F. P. Sainsbury, R.N.).

NEW FIRST LORD AT PORTSMOUTH

A WEEK after his appointment as First Lord of the Admiralty, Earl Jellicoe, D.S.O., M.C., started a series of introductory visits to ships and establishments in the Home Commands, and on October 29 he was in the Portsmouth area.

His first call was to H.M.S. St Vincent, the training establishment at Gosport and then he visited H.M.S. Dido.

After lunch he went to H.M.S. Collingwood, the Naval Electrical School at Fareham and later the same day he visited H.M.S. Sultan, at Gosport, where he had discussions with the Flag Officer, Admiralty Interview Board.

The First Lord spent Monday night as the guest of the Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.

Helicopter rescue

WHEN a Mousehole fishing-boat lost a skin-diver who was fishing for crayfish, two air-sea rescue helicopters from the R.N. Air Station, Culdrose, joined the search.

The first helicopter, piloted by Lieut. D. Ronnie R.N., crewman Lde. Air M. Allerton, found the skin-diver, Mr. Thomas Williams, and picked him out of the sea in the skop, and took him to Penzance. He was none the worse for his ordeal.

Friendly-voiced disc jockeys

TWO Wrens with friendly voices have been chosen to introduce specially recorded greetings from wives, mothers, sweethearts and friends, together with their record requests, to 10,000 officers and men of the Royal Navy and Royal Marines serving in the Far East and the Antarctic.

The Wren "disc jockeys" are Third Officer Elizabeth Artus, W.R.N.S., of Arley Rectory, near Coventry, and 18-year-old Wren Ann Morris, of Clopton Road, Stratford-on-Avon.

Third Officer Artus is serving at Eastleigh and joined the W.R.N.S. three years ago. She has a brother at Sandhurst. Wren Morris joined the W.R.N.S. six months ago and is a cinema operator in H.M.S. Collingwood. She has a brother in the Royal Marines at Deal.



Wren Ann Morris, of Stratford-on-Avon, who with Third Officer Elizabeth Artus, W.R.N.S., of Arley, near Coventry, will introduce Christmas messages to officers and men in the Far East and in the Antarctic.

'GULL'S WAY—THE WHALE'S WAY'



H.M.S. Dreadnought in silhouette against cloud and sunlit sea during recent trials in the English Channel

FINDING THE 'BEST BUY'

(Continued from page 8, col. 5) to produce scientifically correct data. Each taster works alone in a cubicle in which special lighting arrangements neutralise the colours of the food. Reactions are noted immediately and discussion with neighbouring tasters is not allowed. There are seven tasting panels, each with its own specialities employing to the full the different sensitivity of tasters to particular flavours.

The final result is the best buy—but even after placing a contract equally important laboratory work has to be done. Samples from various deliveries to the different depots are taken to the laboratories to make sure they conform in quality. If they do not, the firm has to take back the whole delivery or alternatively extend the guarantee period. Sometimes it is appropriate to accept the delivery at a lower price. Not long ago £12,000 worth of boneless beef was rejected because by mistake the firm had wrapped it in paper intended to protect machinery from corrosion. The corrosion inhibitor had got into the meat £8,000 worth of canned blackberries were rejected. They were found to be of abnormally low acidity and the commercial canning process is not sufficient in these circumstances to protect the consumer from the lethal dangers of botulism. As a result of this discovery, the whole season's production of this firm had to be examined by one of the research associations before any batch was allowed for sale on the normal commercial market. About £40,000 worth of canned peas were unsuitable for export because of heavy contamination with micro-organisms, which would have caused trouble in hot countries. These are just random examples—simple arithmetic puts the

potential loss at £60,000. Good grounds for the scientists' claim that they save the costs of their salaries many times over.

VISITORS IN FACTORIES

The clothing experts adopt a different technique. Most manufactured garments require at some stage application of individual human skill. A girl day-dreaming in a factory may easily machine a sleeve out of true, or a manufacturer with an eye to his profit margin may be tempted to skimp in places where it would not be immediately obvious in the finished garment. The answer here is visiting department inspectors—called visitors—in the factories. The visitor knows precisely what should be in the garment and is familiar with the approved sample. He inspects finished articles at the factory and is also able to oversee the actual manufacturing process. Marks & Spencers offer a tip here to ratings employed in shipyards. Their inspection is not carried out to the same degree in factories, but all their sales staff are trained never to sell an article when they have the slightest suspicion that it is faulty or sub-standard.

Whatever the system employed, no inspection system is perfect. During the past year complaints about 200 separate articles have been investigated. In the majority, complaints are genuine; the aim is to put them right as quickly as would a good department store.

Any shopkeeper will admit you cannot satisfy all the customers all the time however hard you try, but, after reading this outline of the Director of Victualling's efforts, you may agree he tries at least to please most of them most of the time.



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FIRST PHASE OF WORK TO SAVE VICTORY ENDS

Still some defective structure

34 MILES OF HEMP FOR RE-RIGGING

EXTENSIVE repairs during the past decade have averted the risk of H.M.S. Victory collapsing in its dock at Portsmouth Dockyard through rot and decay discovered in the early 1950's. In the course of restoration, in which the serious bomb damage of the last war has also been made good, the Lord Nelson's day cabin has been furnished as near to its state at the time of Trafalgar as it has been possible to achieve.

To mark the end of the first phase of the work, the Board of Admiralty gave an official lunch on board the ship to members of the Advisory Technical Committee, of which Professor Sir Albert Richardson, K.C.V.O., is the chairman, on October 25 as an acknowledgment of their valuable contribution to the restoration.

FIRST GRAVING DOCK

The Civil Lord of the Admiralty, Mr. John Hay, M.P., and the Fourth Sea Lord, Rear-Admiral R. S. Hawkins, represented the Board at the lunch at which the Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.C., presided.

The Victory was berthed in Ports-

mouth Harbour until 1922, when the state of her timbers had become a matter of grave concern and she was placed in the dock she now occupies on the site of the first graving dock in the world. Essential repairs were completed by 1928 as a result of a public appeal for money. Masts, yards, rigging, structure and accommodation were then restored. The decks and structure above the deep-water line also received attention at the time.

As a result of the anxiety felt some 10 years ago concerning the condition of the ship, the Victory Advisory Technical Committee, originally formed in the 1920's, was reconstituted in 1955.

Since the reconstitution of the committee, the rot and decay, revealed by a survey, in the lower parts of the

ship—the keelson, lower timbers, riders and planking—had been the subject of repairs which have progressed continuously. The heavy repair work in the vicinity of the keel is nearing completion, although there is still a wide belt of defective structure extending around the ship between the completed bottom repairs and those undertaken in the 1920's above the water line. Repairs are proceeding continuously.

Special purchases of timber have had to be made and immense pieces of oak and teak have been cut, fashioned and fitted by craftsmen with tools similar to those used in building the original ship at Chatham Dockyard in 1759. On three occasions the Victory has been sealed and fumigated to reduce the activities of death-watch beetles.

It has been recently decided to entirely re-rig the ship in Italian hemp and the task will commence at the end of this month. Needed for the work will be 34 miles of hemp, three tons of spun yarn, 300 yards of old canvas and 224 gallons of tar.

On the question of furnishings and decoration, research undertaken by the Advisory Technical Committee has involved the examination of books, pictures and models in consultation with the National Maritime Museum, the Victoria and Albert Museum and individual experts on ships and life at sea at the time of Trafalgar.

TRAFALGAR APPEARANCE

Lord Nelson's Great Cabin has, as a consequence, been painted in a pastel shade with gold leaf on the beading and pilasters, while curtains in pure silk have been provided. The Day Cabin has been furnished as near to its state at the time of Trafalgar as possible and the committee is now engaged in giving it "a lived-in appearance" by the provision of charts, inkstand, writing paper, telescope and boat cloak.

For the Dining Cabin, still not completely furnished, a table has been made from a model originally constructed at Devonport about 1800. It is in four sections in order that it can be stowed in the hold during battle. Twenty-two dining chairs are to be constructed to the pattern of the five chairs in the Day Cabin, which were used at sea by Admiral Charles Elphinstone Fleming (1774-1840).

About 300,000 members of the public visit the Victory each year.

A new note-in skiffle dress



Meet the Spartans, H.M.S. Ark Royal's popular guitar group, whose nautical sartorial line even the Beatles might envy! These young skiffers, whose stage is often the carrier's 720-foot-long light deck, are led by 18-year-old A.B. Ivan Wagorne, (right), of Maidstone, a radar plotter in the operations room. Not only is the group acclaimed by the "resident" audience of 2,300 ship's company, but their talents are known to hospitals, hotels, etc., in Singapore, Hong Kong and Malaya.

AN EVENING OUT WITH THE WHALEY TWISTERS

(BY AYCHARBEE)

"I've got the message," I'm still bemused, bothered, bewitched and bewildered, deaf and suffering from astigmatism, but I've got the message! And what is the message? That the youngsters—and those not so old—know what they want, and when they've got it, loud and strong, do they let themselves go! The message also tells me that I'm a square—a real square—but, in my innermost heart, I have the feeling that if age and a waistline measurement greater than my chest did not prevent it, I would liked to have let myself go and joined in the fun.

From the above it will, perhaps, be gathered that your correspondent had been to a "Twist Session" and, even if he didn't exactly "dig that crazy stuff," he thoroughly enjoyed himself, coupled with a half-concealed wish that he wasn't quite so ancient.

On October 29 I was privileged to witness the finals of a twist competition which has been running in the Whaley Club, the All-Ratings Club in H.M.S. Excellent, for the past five weeks. The heat winners, there should have been five couples, but one couple either had cold feet (impossible, I would say) or had been drafted, gave an exhibition of dancing (?) which would have had a Dancing Dervish spellbound.

To the music of Ricky Dean and the Vigilantes, a group which has been in existence for about two years, about 100 couples flung themselves about in careless abandon during the general dancing. The one thing that stood out during this part of the evening was the seriousness of the dancers. There were few smiles, hardly any talking (it would have been impossible against the background of the twanging guitars, drums and the singer), and yet everyone was always anxious for more. The dancers never left the floor—possibly in case they missed a dance.

The Twist, the Bird, the Shake, the Bosanova, the Madison, the Hully- (Continued on page 11, column 2)

Bell of the last Kent handed over to new destroyer

H.M.S. KENT (Capt. J. G. Wells, D.S.C., R.N.), the guided-missile armed destroyer arrived at Chatham on October 17, and was visited by H.R.H. Princess Marina, Duchess of Kent, who launched the ship at Belfast two years ago.

Princess Marina met the ship's company and lunched on board after undertaking a tour of the ship.

High-light of the programme on Saturday, October 19, was the presentation of the bell bought by public subscription in Kent for the last H.M.S. Kent, scrapped in 1947. Since then the bell has been kept at the Royal Marine Depot, Deal.

Colonel F. B. Grant, R.M., who commands the Royal Marine Depot, Deal, formally handed over the bell to the new Kent, in the presence of two

guards, one provided by the Deal Depot, the other by the ship.

Afterwards the bell was dedicated at a service conducted by the Bishop of Rochester, in the presence of guests from various parts of the country.

OTHER PRESENTATIONS

On completion of the ceremony, other presentations were made to the ship—a pair of Kentish horses, cast in steel and chromium-plated, from the Association of Men of Kent and Kentish Men; four silver bugles from the last H.M.S. Kent; the regimental plaque of the Queen's Own Buffs, the Royal Kent Regiment, and a silk White Ensign from the Fair Maids of Kent, which was subsequently hoisted with full ceremonial.

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A BIG CAT SHOWS HER PACES



A fine action photograph of the "Leopard" class anti-aircraft frigate, H.M.S. Jaguar. Built by Wm. Denny & Bros. Ltd., Dumbarton, Jaguar has a displacement of 2,520 tons (full load); her length is 340 feet (o.a.) and her beam is 49 feet. Complement is 200. On October 18 the ship was at Nombasa. In addition to Leopard, the "name ship" of the class, and Jaguar, others of the class are Puma and Lynx—all "big cats"



The Whirlwind helicopter from R.N. Air Station, Culdrose, searching for survivors.

Spanish coaster founders

WHEN the Spanish coaster Juan Ferrer (682 tons) foundered near Lamorna Cove, Cornwall, in the early hours of October 23, the full rescue organisation of coastguards, police, lifeboats and air-sea rescue, went into action, but because of the lack of definite news as to the ship's whereabouts, the rescue operations were held up for nearly four hours.

The coaster had broadcast an SOS message shortly after 3 a.m., giving her position as near Land's End. At dawn the Penlee lifeboat saw bodies in the sea off Lamorna and, as search parties left for the spot, members of the Lamorna rescue team found three survivors on the cliffs. When the ship heeled over the three had been hurled into the sea, but managed to keep together and to get to the cliffs. The captain of the coaster was picked up by a lifeboat. He had clung to some wreckage.

The coaster carried a crew of 15. The remaining 11 men were drowned.

The picture shows a Royal Naval Whirlwind helicopter from R.N. Air Station, Culdrose, hovering over the Spanish vessel, looking for any survivors.

Chief of Indian Naval Staff at Reunion

MEMBERS of the Royal Indian Navy (1612-1947) Club held their annual reunion in London on October 5 and were very pleased to welcome Vice-Admiral B. S. Soman, I.N., Chief of Indian Naval Staff, and Mr. K. Singh, Acting High Commissioner for India, as guests of honour.

Both guests made very interesting speeches which stressed the friendship they felt towards all who had served in the Royal Indian Navy and its reserves.

The event was well attended and there were many personal reunions amongst old shipmates.

H.M.S. Brighton (Capt. R. L. Garmory-Williams, R.N.), the modified type-12 "Rothesay" class first-rate anti-submarine frigate, sails for trials from Chatham after refit on Nov. 7.

CHRISTMAS GIFTS FROM GIEVES

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Sailors' Christmas letters are in safe hands

AS stated in the August issue of "Navy News" the Army Postal Service took over the despatch to ships and establishments abroad of all mail—letters, parcels and official correspondence. Although there were irritating delays to individual ships during the first few days of the new procedure, caused by transitional difficulties and errors by individuals, the Admiralty took quick steps to overcome the problems and it is now stated that the new arrangements are working quickly and efficiently.

Fifteen miles or so north of London, at Ingles Barracks, Mill Hill, the Army's Home Postal Depot, Royal Engineers, is situated. A fully operational military village, with a mechanical handling system that is second to none in Britain, has been handling the Army's and R.A.F.'s postal services for many years, and those concerned in this most important work take pride in getting mail to its destination safely with the least possible delay.

THE NAVY'S MAIL

The taking over of the Navy's mail presented certain difficulties. Ships are forever on the move and up-to-date information regarding future movements is of paramount importance. A special section was set up within the Home Postal Depot's organisation and staff specially trained to deal with the new job. Basically, of course, the same arrangements apply whether a letter

unloading of the mail bags into and from the lorries, there is very little manual handling of the bags. In the huge sorting office there is, overhead, a system of mono-rails, fitted with continuously moving coloured hooks, on to which the bags are placed—green for letters, blue for parcels, yellow for insured parcels and red for the "final letter bag" containing registered items and despatch instructions. As each bag arrives above its sorting points, the hook releases the mail and sorting begins.

SECURITY OF MAIL

Coupled with the celerity with which the mail is sorted is security of the mail. At each stage of the proceedings, from the time a bag is made up, say, in Grimsby or Carlisle, for Mill Hill to the moment Able Seaman or Pte. Smith sits down quietly and reads his



One of the cheerful, efficient W.R.A.C. sorters at the Army's Home Postal Depot at Mill Hill.

letter, the bags of mail are signed for at every stage. The Army Postal Authorities take every possible care to see that mail is not tampered with at any stage of its journey from, say, Mill Hill to Hong Kong, or elsewhere.

The third factor which emerges from a visit to Mill Hill, apart from the speed and security aspects, is the overriding one of personal service. Those in charge are constantly trying to find ways and means of improving the Service. Those doing the actual sorting, bagging-up and despatching, and those conveying the made-up bags to the various docks and airports are imbued with this feeling of personal service—they have a responsibility to those to whom the letters and parcels are addressed, and this responsibility they carry out with care and efficiency.

The Admiralty, like the other two Services, realises the tremendous importance of mail to officers and men, and co-operate, to the full, with the Army Postal Service and the General Post Office in the safe and speedy delivery of letters and parcels.

Those serving abroad can rest assured that their Christmas mail and, in fact, mail at all times, is in safe hands—the safe hands of people conscious of their great responsibilities—and that their one aim is to get the mail to its destination, safely, with the least possible delay.



Capt. R. James, R.E., in part of the Ship Division of the Army Postal Depot, explaining to Capt. H. S. Spittle, R.N., Director of Service Conditions and Fleet Supply Duties Division of the Admiralty and Lieut.-Cdr. J. A. Wade, R.N., the sorting and despatching arrangements for naval mail.

is for Able Seaman Smith or for Pte. Smith, but whereas R.F.P.O. 69 at Aden can be memorised and a letter so addressed be placed into its appropriate bag in a matter of a fraction of a second, mail for H.M.S. Nemouch, c/o G.P.O., means that the position of the ship must be ascertained before the letter can be placed in the appropriate bag.

To overcome this difficulty separate racks have been provided for navy mail, covering every ship and authority. It then becomes a simple matter, when making up a bag for Aden, Christmas Island, etc., to grab all the mail for H.M.S. Nemouch from the rack and place it in its container for onward despatch.

The letters marked "c/o G.P.O., London," wherever posted in the United Kingdom, are placed in easily recognisable bags at the various sorting offices throughout Great Britain, and when those bags arrive at one of the London rail or air termini, the Army takes over.

DAY AND NIGHT SERVICE

At Mill Hill, where staff are on duty day and night, seven days a week, the aim is for a two hour clearance. That is to say, that all mail is, within two hours of its arrival in the Army Sorting Office, waiting in the despatch bay ready for the first opportunity for onward transmission to its final destination.

A recent visit to Ingles Barracks revealed two or three most important factors. First and foremost is that everyone concerned with the mail is endeavouring to speed it on its way. Old "Western" films used to emphasise "The mail must get through." This is most apparent at Mill Hill, and with modern means of travel, the old phrase is now "The mail must get through quickly."

One improvement has already been reported. For the first time air mail for Singapore is being despatched twice a day. Other improvements are in the offing. Apart from the actual location and

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The youngsters enjoy private Navy Days at Portland

NAVAL OCCASIONS

(By Inst. Lieut.-Cdr. Gregory Clark, R.N.)

EACH Whitsuntide, the naval base at Portland is "at home" to the general public and over the last holiday period more than 17,000 visitors were welcomed by the Royal Navy.

There are certainly many attractions at Portland, for, besides the base itself, there is the Royal Naval Air Station, H.M.S. Osprey, which operates two squadrons of helicopters, Portland's local flotilla, the Second Frigate Squadron, comprising eight warships as well as numerous newly commissioned destroyers and frigates which do a period of prepara-

tory training or "work-up" in Portland waters, before joining their squadrons in all parts of the world.

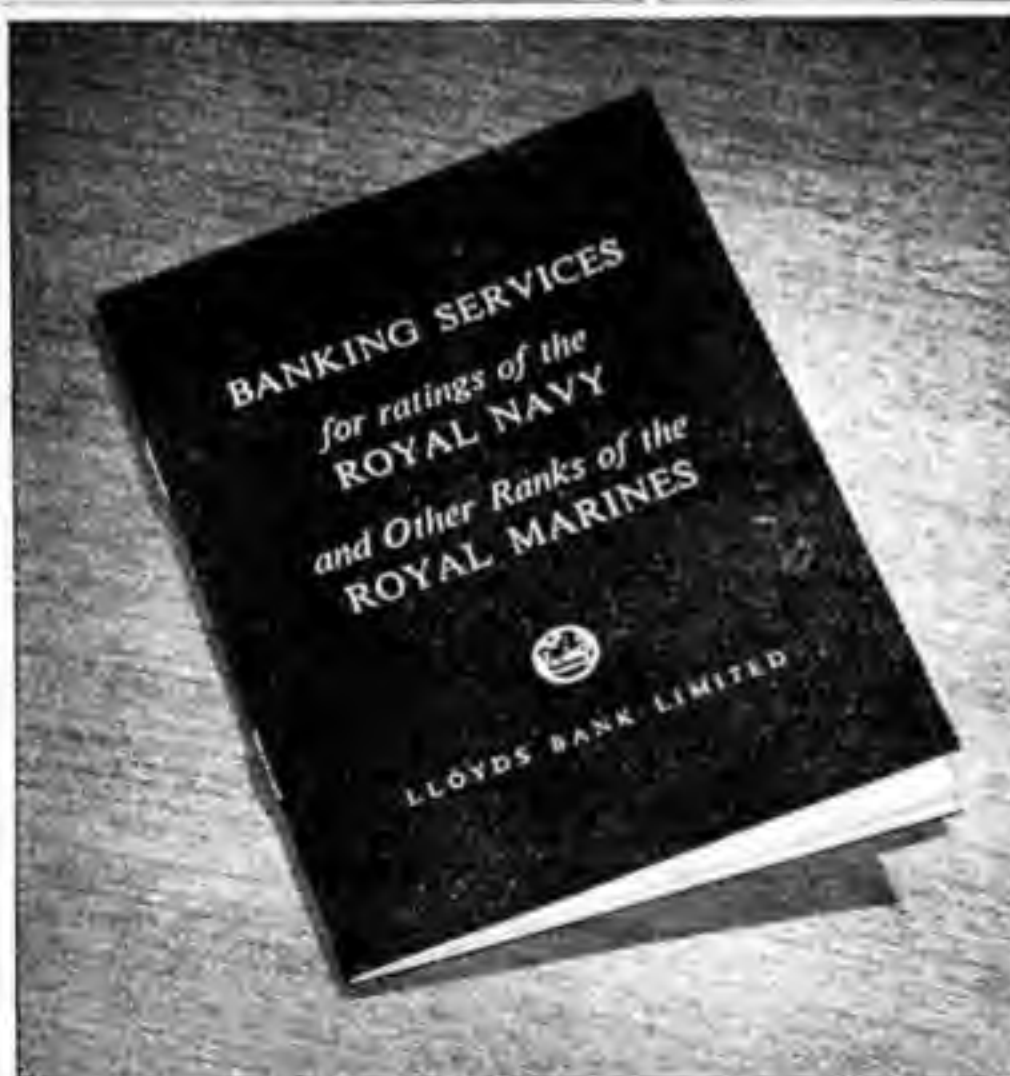
Such naval occasions are special events which involve considerable planning, rehearsing and an elaborate organisation. There are, however, other miniature "Navy Days" throughout the year, in particular in the spring and summer months. These

days are quite untheatrical and rarely attract public attention. Nevertheless, in each month of the year, and especially from March to September, some school is enjoying its personal "Navy Day" at Portland.

After the Christmas holidays the requests from schools arrive. "Can you please arrange a visit to a warship for 40 of my boys?" "My fifth form would appreciate a visit to the Naval Air Station and a trip in a helicopter. Is this possible?" "Our Combined Cadet Force is having a 'Field Day' shortly. Although the boys are all Army Cadets they would love a day at sea. Can this be arranged?" "One of my pupils informs me that your



Any Questions? Boys of Claysmore School C.C.F. inside the hangar at R.N. Air Station H.M.S. Osprey at Portland



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base has one of Britain's oldest steam engines still in use. Could my class see this locomotive and have a tour of the base while they are camping at Swanage during the summer?" "My school would like to adopt a warship. Is this feasible and could a visit to the ship be arranged?" So the letters flow in, from every type of school and from various parts of the country, from schools in Southern England, the London area and even from the Midlands and the North.

If possible, something is arranged, although it may not always be what the school wants. When no warship is available either for a day at sea or a visit, it often happens that a tour around the naval air station can be offered and for C.C.F. boys a flight in a helicopter or an afternoon on H.M.S. Osprey's rifle range. This avoids disappointment and at the same time it shows the visitors a far wider field of naval activities.

CRACK OF DAWN

Of course a day at sea is the most popular attraction especially if the weather is kind. It means an early start for the school, as warships of the Second Frigate Squadron operating on daily exercises leave the harbour at 7.30 a.m. Frequently the ships take part in anti-submarine exercises and in this task they are assisted by helicopters from H.M.S. Osprey. The use of helicopters in anti-submarine warfare arose from the development of the nuclear submarine which is capable of high under-water speeds. This meant speedier methods of detection so that great stretches of the ocean could be searched quickly and effectively—just the role for a helicopter. Being extremely mobile, it can lower its searching device to sea level, a process known as "dunking," carry out its electronic listenings and speedily move to new areas if required. New roles demand new techniques and a new understanding between the helicopter pilot and the warships in company. How effective this liaison can be the schoolboys see for themselves as the exercises proceed to the eventual "kill."

To add realism H.M. submarines act as the under-water menace and naval jet aircraft from the Royal Naval Air Station at Yeovilton simulate enemy planes. This gives the warships' look-

(Continued in column 4)

Bedouins get together

THE first reunion dinner of officers and men who served in H.M.S. Bedouin at any time during her three-year life, 1939 to 1942, was held in H.M.S. President on September 28. Five officers and about 80 of the ship's company, together with those wives who could be spared and a limited number of those widows who could be traced made up an assembly of 150.

The originator of the dinner was C.P.O. B. Clowes, D.S.M., who was the ship's torpedo instructor. Guests included the widows of the ship's two commanding officers, Mrs. J. A. McCoy and Mrs. B. Searfield, whose sons accompanied them. Mrs. McCoy has three, one a naval officer, one a Royal Marine officer and one about to enter the Royal Naval College, Dartmouth.

The Loyal Toast was proposed by C.P.O. B. Clowes, D.S.M., "The Ship and Her Company" by Capt. J. R. Gower, D.S.C., R.N., and "Absent Friends" by Cdr. E. A. S. Manners, D.S.C., R.N. The two officer speakers were first lieutenants of the ship, Capt. Gower, from 1940 to 1942, and Cdr. Manners at the time of her gallant last action.

SUNK IN CONVOY

H.M.S. Bedouin was sunk in a Malta convoy in June, 1942, many of the ship's company being picked up by an Italian hospital ship six hours after her sinking.

A Scottish piper entertained the company after dinner and, as may

well be imagined, there was plenty to talk about. The function, so well organised by C.P.O. Clowes, ably assisted by his wife, was a great success and one observer remarked: "How affluent they all look after 21 years!"

In Memoriam

Richard Martin Cossey, Radio Operator, 2nd Class (T), P/J 973502, H.M.S. Sheba. Died September 3, 1963.
William Joseph Hold, Radio Operator, 2nd Class (G), P/055461, H.M.S. Forest Moor. Died September 14, 1963.
Howard Terence Edwards, Leading Electrical Mechanic (A), L/FX 893833, H.M.S. Seahawk. Died September 14, 1963.
Trevor Ivan Richardson, Aircraft Artificer 2nd Class, L/M 956357, H.M.S. Ariel. Died September 14, 1963.
Donald Herbert Tindley, Petty Officer, P/JX 147811, H.M.S. Ariel. Died September 17, 1963.
Ronald James Ferguson, Engineering Mechanic 1/c, P/K 979721, H.M.S. Albion. Died September 19, 1963.
Lieut. Frank Harvey Simpkin, Royal Navy, H.M.S. Seahawk. Died October 10, 1963.

(Continued from column 3)

outs excellent practice in spotting a submarine's periscope—a most difficult feat—and the gun crews can practice firing their anti-submarine mortars and 40-mm. Bofors anti-aircraft guns.

The boys have their dinner on the mess decks with the ship's company though it must be admitted that there are always one or two in the party who are not very interested in eating—even on the calmest days. But as the afternoon's exercises continue even these boys manage to find their "sea-legs" and their faces lose the somewhat greenish tinge. Indeed by tea-time they are ravenously hungry and with a gait that would become a seasoned sailor, they make their way below to the pipe "Hands to tea."

While returning to harbour the party is given a conducted tour of the ship and by about 6 p.m. the vessel is back alongside in Portland saying good-bye to a tired though very appreciative party of schoolboys. When circumstances preclude a day at sea or where a mixed party is involved, a conducted tour aboard one of the warships in the harbour is often featured.

Quite recently, 45 boys from the C.C.F. unit of Claysmore School, Blandford Forum, visited Portland. The morning was passed at the naval air station, where they were welcomed by a helicopter pilot and after a short talk on the function of "choppers" in the modern Navy, the party saw a film illustrating the development of this versatile craft. Then out to the hangars where the boys were shown the different types of helicopters in service, the Whirlwind, Wessex and Wasp. Unfortunately the weather was too bad for anything but "emergency" flying, so the boys had to be content with examining the one "emergency" helicopter on the landing strip, its engines warmed up and its pilot ready to take the craft into the air should an emergency occur.

MERCY MISSIONS

The versatility of the helicopter in emergency flights was vividly demonstrated in the long cold spell at the beginning of the year. We are all

accustomed to the usual mercy missions of the machines in assisting in sea rescue or in taking sick patients to distant hospitals. The blanket of snow which paralysed road transport and isolated many Dorset villages and farms was a new challenge to the helicopter and both literally and metaphorically it "rose to the occasion." Together with R.A.F. helicopters in near-by stations, Portland-based helicopters took on the job of taking vital supplies to the beleaguered villages and farms. This recent work fascinated the boys: "How many missions were flown?" "What kind of supplies were taken?" "How did the farmers arrange for landing strips?"—and, from the more technically minded, "What is the power weight ratio of a Whirlwind?" "What is its useful life?" "What is the fuel consumption when hovering?"

QUESTION TIME

Somehow, satisfactory answers were given to these questions and to a host of others by the pilot guide, who managed to conceal his approaching exhaustion in spite of a faltering voice. Thankfully for him, the pressure was relieved by the arrival of transport to take the boys to dinner in the ship's company dining-hall. By the afternoon the weather had improved and the boys were able to show their skill with pistols and rifles on the range, which commands a magnificent panoramic view of the Dorset coastline.

So ended yet another naval occasion typical of the scores that are commonplace at Portland. The general public can certainly "see the ships and meet the men" on the official Navy Days, but the youth of Britain sees the work of the Royal Navy on a more intimate basis. Last year almost 1,000 school children were privileged in this way, a figure which has already been equaled this year, and if present trends continue well over 2,000 school children will have enjoyed their own "private" Navy Day at Portland by the end of 1963.

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FIRST 'COASTALS' TO CROSS ARCTIC CIRCLE

"TCE SCOT" is the title of a recently completed live minesweeping operation carried out in Iceland by the Scottish-based 2nd Minesweeping Squadron. Taking part in their third live sweeping task this year were H.M. Ships Lewiston (Cdr. P. W. Greening, R.N., Senior Officer, 2nd Minesweeping Squadron), Wolverton (Lieut.-Cdr. A. M. G. Pearson, R.N.), Wiston (Lieut.-Cdr. W. H. H. McLeod, R.N.) and Yarrton (Lieut.-Cdr. J. J. R. Oswald, R.N.) and the minesweeping support ship, H.M.S. Reclaim (Lieut.-Cdr. C. F. P. Simpson, R.N.).

The five ships sailed from their home base at Port Edgar, near Edinburgh, on September 9 under the command of Capt. B. J. Anderson, C.B.E., R.N., who was embarked in H.M.S. Reclaim. This operation was unusual, for three reasons. Firstly, it is thought that no coastal minesweeper has previously penetrated the "Blue Nose Sea" or visited Iceland before. Secondly, no sweeping of moored live mines had been done for over 10 years, and, finally, it was the first time that ships not on fishery-protection duties had visited Iceland since the 12-mile limit dispute began. The sweeping task consisted of clearing two small minefields sown with controlled anti-submarine mines at the entrances to the Eyja and Seydhis Fjords. This was undertaken at the request of the Icelandic Government.

55 DEGREES ROLL

The passage to Reykjavik began calmly enough, but by September 12 a full gale was blowing off the south coast of Iceland and the sweepers were performing some incredible antics. These wood-and-aluminum ships, whose displacement is only 450 tons, are very lively when they meet 45-foot waves and a wind of Force eight. The maximum roll recorded by the squadron was 55 degrees. However, no serious damage was sustained and the ships were alongside in Reykjavik by 1300 on Friday, September 13.



"Breasting it" somewhere between Iceland and the Shetlands

The week-end was spent in Reykjavik, but ashore-going was not possible owing to the high cost of most things in Iceland. Most people confined themselves to shopping expeditions and vast numbers of sheepskin rugs and fur hats and Icelandic woollens were brought back to the ships. Liaison was also achieved with the Icelandic coastguards who man the gunboats which protect and enforce Icelandic fishing regulations. They were extremely friendly and an Icelandic liaison officer was appointed to the squadron for the duration of the operation.

MINES VERY MUCH 'LIVE'

The force sailed for its first task in Eyja Fjord on September 16 and after passing through the Denmark Strait overnight, during which two icebergs

were passed, arrived at Akureyri the following day. This fjord is surrounded by snow-capped mountains and the excellent weather on arrival showed to advantage the majestic scenery with which Iceland abounds. Two days' sweeping was sufficient to complete the task and a total of four mines were swept. Three of these were sunk by ship's rifle fire, but the fourth was beached by the diving team from H.M.S. Reclaim and then exploded. The size and power of this explosion left no doubt as to the effectiveness of even a 20-year-old barnacle-encrusted mine. The success of this operation was a boost to everyone's morale and high hopes were held of sweeping more mines in Seydhis Fjord.

Akureyri, the second largest Icelandic town, like Reykjavik, was again very expensive, but by this time a very large number of amateur anglers had appeared amongst the ships' companies, fishing with gear ranging from the most sophisticated rod and line, to a few fathoms of "pudders" string, an old hook and a fan key as a weight. Worthwhile results were achieved by everyone and fish became a frequent addition to the ships' menus. The ships sailed for Seydhis Fjord on September 20 and at 2109 that evening in position 66 degrees 33 minutes north, 16 degrees 27 minutes west crossed the Arctic Circle; without doubt the first time that coastals had penetrated so far north. This moment was accompanied by a most exciting display of the Northern Lights, a phenomenon seen frequently thereafter. The Squadron arrived at Seydhis Fjord on a beautifully clear, sunny morning, steaming between massive mountains which rose up steeply from the water's edge. One morning's sweeping revealed unhappily that there were no longer any mines in this area and a further afternoon's check-sweeping confirmed this. By way of consolation the more intrepid of the ships' companies went mountaineering and this was as good a way as any to pass the time in a town where the usual facilities were somewhat limited.

ANOTHER BAD PASSAGE

As the operation was now finished, the ships sailed for Lerwick, in the Shetlands, on September 22. Again the weather was bad and after an uncomfortable passage, which included a Force nine gale between The Faeroes and Shetlands the task force arrived at Lerwick and collected its first mail since leaving Reykjavik two weeks previously. The same afternoon the ships sailed for Port Edgar and arrived the following afternoon.

The operation was a great experience which those who took part will not quickly forget, and the fact that no damage was sustained by any of the ships in the severe weather experienced once again confirmed the excellent sea-keeping qualities of the coastal minesweeper.

The First Sea Lord, Admiral Sir David Luce, G.C.B., D.S.O. and Bar, O.B.E., visited Maritime Headquarters, Pirbright, on October 17th, meeting senior officers of the Scotland and Northern Ireland Command.

Focal point of the weapon system



Part of the Weapon Direction Room, H.M.S. Hampshire. Many people are by now familiar with the external appearance of the Royal Navy's new "County" class guided-missile destroyers—their clean lines, streamlined funnels, the Sea-Lug launcher aft and the helicopter platform—but few, however, have seen the interiors of these remarkable ships. Hampshire has a standard displacement of over 5,000 tons, a length of 520 feet and a beam of 54 feet. Her armament consists of a Sea-Lug guided-missile system (twin launcher), four radar-controlled 4.5-inch guns forward and two SeaCat close-range guided-missile systems. For anti-submarine work the ship is fitted with the latest sonar equipment and a helicopter carrying "dipping" sonar and homing torpedoes. She also has the latest air and surface warning radar. The Hampshire's propulsion machinery consists of geared steam turbines for normal steaming, with gas turbines to provide additional boost for high speeds and for getting under way quickly. She is commanded by Capt. R. White, C.B.E., R.N.

H.M.S. LEWISTON AT LEWISTON

H.M.S. LEWISTON (Cdr. P. W. Greening, R.N., Senior Officer, Second Minesweeping Squadron), recently visited the tiny village of Lewiston, on the northern shores of Loch Ness. Access to Loch Ness is via the Caledonian Canal and a coastal minesweeper is the largest type of ship in the Service to be able to navigate this waterway. The ship last made this journey in August, 1960.

As Loch Ness is 80 feet above sea level, the passage of 25 miles has to be made through a series of locks, of which there are six in all. These locks are only a few feet longer than the ship, so it was a tight squeeze.

A pilot was embarked to give advice and assistance and his Highland straightforwardness in getting his wishes put into action was a source of general amusement. When not in the locks the canal is narrow and winding.

A true Highland welcome awaited the ship as she made her approach to Temple Pier at Lewiston. A pipe played and a large crowd of local inhabitants gathered to give a rousing welcome. The pier was only half the length of the ship and so head and stern ropes were secured to convenient trees on the banks of the loch.

NO CABER-TOSSERS

A very full programme had been arranged by the local Community Association, the high-light of which was a "Ceilidh" (a Highland party and dance) for the whole ship's company. This was such a success on both sides that a dance was arranged at short notice for the next evening, which the majority of the ship's company attended. Also being held during the visit were the Glen Urquhart Highland Games. The ship was invited to enter teams for various events, but owing to the lack of opportunity in a coastal minesweeper to practise such events as tossing the caber and playing the pipes, the invitations were regrettably declined. On subsequently seeing the size of the competitors in the tug-of-war, this was clearly a wise decision.

The visit lasted two days and during that time most of the people of Lewiston visited the ship. Many stories were related about the Loch Ness Monster, whose favourite venue off Urquhart Castle was very close to where the ship was berthed, but unfortunately it did not put in an appearance.

The ship left Lewiston to the plaintive airs of a specially composed lament, "Lewiston's Farewell to Loch Ness," played on the pipes.

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The Royal Marine Bandsmen 'steal show' at Reunion

THE FIRST SALUTE TO TERCENTENARY YEAR

THE intention was to honour them: in fact they honoured us. This was heard after the annual reunion of the Royal Naval Association at the Festival Hall on October 19. It is hardly necessary, I think, to say that the "them" and "they" referred to the Royal Marines. Once again the Massed Bands of the Royal Marines, under Lieut.-Colonel F. Vivian Dunn, C.V.O., O.B.E., F.R.A.M., R.M., the Principal Director of Music, Royal Marines, "stole the show," putting on a faultless performance.

The bands concerned were those of the Portsmouth Group, Royal Marines. The Royal Marines School of Music, H.M.S. St. Vincent, with the addition of the Memorial Silver Trumpets.

There is something about a reunion; the smiling faces, the joy of renewing friendships, the "togetherness" of the whole affair, seems to infect everyone with happiness. This feeling is most apparent when the reunion is one of Servicemen.

The Royal Naval Association Reunion has, in the main, two purposes. First, the getting together again and, secondly, the honouring of somebody, some battle, or some ship. This year the accent was on the Royal Marines. Next year the Corps celebrates its tercentenary year and it was thought appropriate that the Royal Navy should be the first to salute so important an anniversary. And who better to do so than the shipmates of the Royal Naval Association, the majority of whom served through the Second World War, some even in the First too, and who had worked and fought with this superb body—soldiers and sailors too.

EXCELLENT MUSICIANSHIP

Hence the remark which starts this article. Those present were honouring the Royal Marines, but it was the excellent musicianship of the 100-strong band which "made" the evening.

From the very first moment, with Robin Richmond at the organ—and what an organ!—and a fanfare from the Memorial Silver Trumpets, right to the finale, the whole evening was a credit to all concerned and those who were unable to be present missed a great treat.

Upon the arrival of the president of the association, Admiral Sir Frederick R. Parham, G.B.E., K.C.B., D.S.O., Admiral of the Fleet, Lord Fraser of North Cape, G.C.B., K.B.E., Admiral Sir Royston Wright, K.C.B., D.S.C., the Second Sea Lord, Lieut.-General Sir Malcolm Cartwright-Taylor, K.C.B., Commandant General Royal Marines and members of the Board of Admiralty, the ensign was "broken" at the masthead to "Rule Britannia."

Then, conducted by Bandmaster J. Masters, the massed bands played a Symphonic Scenario, "Victory at Sea" by Richard Rogers. This was well received by the 2,000-odd shipmates

present. Somewhat of a philistine myself where music is concerned, the Scenario portrayed to me the wind and the waves, with overtones of joyousness, and as no victory can be attained without suffering, the music brought this out as well, together with thanksgiving when the strife was over.

A newcomer to an association reunion, Syd Marks, accompanied at the piano by an old favourite of those who have been attending the reunions of the past, Miss Kathleen O'Hagan, kept the audience guessing what he would do next. I wonder how many people went away wondering if they could get a tune out of a stirrup pump?

The Bushdian Singers—five young men who devote much of their leisure time in raising money for spastics—were listened to with great respect. The singers' rendering of Negro Spirituals and songs well known to the audience left nothing to be desired.

The man of the odd ode, Cyril Fletcher, in his well-known style, soon had everyone "with" him. I'll be bound some of his stories will be repeated at many a branch meeting for a long time to come.

The next artist was Cavan O'Connor, accompanied by Kathleen O'Hagan. Sailors are always appreciative of a little sentiment and Cavan O'Connor knows just how to serve it up.

PRECISION WORK

The Massed Bands then came into their own again, with three items, "Marching with the Royal Marines," with the Silver Trumpets in the body of the hall, was excellent. The marches had been heard by those in the audience on numerous ceremonial occasions during their service, but never, it is thought, on a more splendid occasion. The Royal Marines are second to none in the precision of their drill and this fact was exemplified by the xylophone players. The piece was called "Hammers in Harmony" and the perfect execution of it revealed many hours of practice. The third helping of this wonderful repast was the Post Horn Overture, "The Huntsmen" and the audience loved it.

Romance followed in the person of Miss Doreen Hume accompanied by Kathleen O'Hagan. Her songs were listened to with rapt attention but, possibly, the highlight of her contribution was the singing of "The

Nightingale" when she was accompanied by Bandmaster L. B. W. Plock from Deal.

The Massed Bands followed a Suite, "Castles of Britain" by Laurie Johnson.

The President of the Association then introduced the Commandant General Royal Marines to the audience. In his introduction the President welcomed all the guests mentioning the Mayor and Mayors of Leamington Spa who had been a helpful during this year's Annual Conference and referring to the absence, because of ill health, of Admiral of the Fleet, The Earl of Cerr and Orrey and Admiral Sir Alexander C. G. Madden.

Admiral Parham also mentioned that next year the Festival Hall will unfortunately, not be available, but it is hoped to hold the Reunion possibly at Croydon. He felt that it would be a mistake not to have a Cenotaph Parade and Reunion and the opinion in the hall seemed the same.

Finally Admiral Parham referred to the formation of the First Maritime Regiment of Foot in 1864, from which has come the present superlative Royal Marines Corps and in leaving the platform to the Commandant General he mentioned the presence of General Sir Campbell R. Hardy, President of the Royal Marines Association and another ex-Royal Marine, Sir John Lang, late Secretary to the Board of Admiralty.

The Commandant General Royal Marines in thanking the President for the privilege and experience of attending the Reunion and in taking the salute at the afternoon's Cenotaph Parade, mentioned that plans are well advanced for the Tercentenary Celebrations which, in London, will take place in July. Plans are also being prepared for celebrations in the provinces and abroad.

General Cartwright-Taylor stated that Londoners will have another opportunity of hearing the Massed Bands before the Tercentenary Celebrations, for they will Beat Retreat on the Horse Guards Parade on the occasion of the Captain General's (Prince Philip) birthday.

SPLENDID CO-OPERATION

The General stated that there had been talk that with the disappearance of the battleship and the big detachments of Royal Marines the Corps was too far from the Navy. "This is not true," he said. He has recently visited the Far East and witnessed the close co-operation and comradeship which exists. The Royal Navy and the Royal Marines are operating as one force in Borneo and Sarawak. He went on to say that "Royal Marines form an important part of the balanced Navy required for the defence of this country and our interests abroad."

The resonant voice of Robert Easton introduced the Finale during which the Standards of the various branches of the Association marched into position behind the bands. The storming and holding of Gibraltar formed the basis of the tribute to the Royal Marines. Buglers and drummers marched through the hall and their precision and smartness evoked congratulations from everyone. Never can the Festival Hall have resounded to such marching and playing, which touched the hearts of us all.

All the artists took part in the Finale, Cyril Fletcher declaiming an excerpt from King Henry V, Doreen Hume singing, beautifully, "Rule, Britannia" and Cavan O'Connor singing "Abide with me."

Chaplain of the Fleet The Very Reverend Thomas Crick, assisted by the Reverend Gordon Budd, led the prayer and conducted the dedication.

A big attendance at Cheam's Silver Jubilee

THE Cheam and Worcester Park Branch of the Royal Naval Association held its Silver Jubilee Dinner on October 5 and there were 140 guests.

Among those attending were the Mayor of Sutton and Cheam, Alderman D. P. Thomas, J.P., and the Mayoress, Mrs. M. Vaughan, the president of the branch, Mr. Richard Sharples, O.B.E., M.C., M.P., and Mrs. Sharples, Supt. Rosie, of "W" Division, Metropolitan Police, and Mrs. Rosie, Shipmate Harris, vice-chairman of the Eastbourne Branch and Mrs. Harris, Shipmate Harrison, secretary of the Eastbourne Branch. Mrs. Harrison and Miss Barbara Harrison, and Mr. J. Collins, Chair-

man of the Cheam Social Club and Mrs. Collins.

After a most delicious dinner, elegantly served, the chairman, Shipmate P. W. Matthews, gave the Loyal Toast and read a message from the Queen congratulating the president, officers and branch members on the occasion.

GROWING MEMBERSHIP

The president spoke of the 25 years' history and endeavour and of how the branch had weathered a lean period and was now happily growing. In the past six months 16 new members have been enrolled. Commending the good work done by the branch in helping their less-fortunate comrades, Mr. Sharples stated that it filled in many of the gaps left by the Welfare State.

At this stage in the proceedings there was a presentation of bouquets to the Mayoress and lady guests. There was also a novelty gift for every lady in the shape of a small hand fan.

In proposing "Our Guests" the chairman welcomed them, thanking the Mayor and Mayoress for their interest in the branch. In welcoming Mr. and Mrs. Sharples, he said that although the president was a very busy man he always managed to find time to attend the branch functions and, in greeting Supt. Rosie and Mrs. Rosie, the chairman thanked the Superintendent for his help in the past which had made the running of the parades go so smoothly.

There was a special welcome for the friends from Eastbourne. Whenever Cheam and Worcester Park has visited Eastbourne, the hospitality extended has been tremendous and the Cheam members were glad to be able to return it in some small way.

After thanking Mr. and Mrs. Collins for their support and friendship the chairman thanked the committee, the Ladies' Section, and specially Shipmate "Les" Goodwin, the social secretary, for the great efforts everyone had made to make the evening a great success.

The Mayor responded for the visitors, saying how much he and the Mayoress enjoyed being among men of the sea. It was not his first visit and he follows the activities of the branch with great interest.

HEADQUARTERS LOSING TOUCH?

The branch secretary, Shipmate H. C. P. Coe, then spoke of the Association in its early days, its recognition by the Admiralty and the granting of the Royal Charter. He stressed, also, the branch's concern at Headquarters losing touch with them, and he thought it would be a step forward if the general secretary, and others, paid visits to branches from time to time.

During the dancing which followed the dinner a well-kept surprise was sprung. The organisers had laid on a cabaret show, and a talented show it was, too, and much enjoyed by all those present.

NO. 2 AREA HOLDS MEETING AT EPSOM

AS the headquarters of the Royal Naval Association at Lower Sloane Street has closed down and area delegates can no longer have the use of the usual venue for the meetings, the area secretary has found it necessary to ask for hospitality of individual branches or the area meetings, and the 53rd general meeting was held on October 12 at the Red Lion, Epsom, the headquarters of the Epsom Branch.

Considering the distance some of the branch delegates had to travel, the meeting was well attended. A special note was made of the Folkestone delegate, Shipmate Ames, who appears never to have missed a meeting no matter where it has been held.

Cdr. J. Kerans, D.S.O., M.P., R.N. (Retd.), the area president was present and also members from Maidstone, Jillingham, Chatham, Temple Farm, Sittingbourne, Horley, Dorking, Purley, Folkestone and Croydon. Shipmate J. Dykes represented the National Council.

Quite a lot of business was discussed and many views on current affairs of the Association put to the floor. The treasurer, Shipmate Knight, of Epsom, gave a good report of the area finances at present; although there is not a lot of money in the "kitty," there is certainly enough to keep the area out of the red, thanks to the generosity of the area delegates and, of course, the area capitulation.

SECRETARY RESIGNING

Shipmate Lieut.-Cdr. J. L. Bates, (N.V.R.), of Croydon, kept the meeting in good order, but struck a note of despair when he informed those present that the area honorary secretary, Shipmate T. Asprey, of Maidstone, did not intend continuing as secretary for the coming year.

A very substantial tea was provided by the Epsom Branch, for which the meeting expressed its appreciation.

It is intended that the next meeting, being the 16th annual general meeting, will be held at the Croydon Branch headquarters in January next.

'SKIPPER' IS HAVING A VERY ROUGH TIME

THE Newcastle and Gateshead Branch of the Royal Naval Association has been having a busy time of late and the "diary" for the coming weeks appears to be pretty full.

The local R.A.F.A. was supported in the Battle of Britain parade through Newcastle. It was a wonderful morning with a very moving ceremony at the Newcastle Cenotaph in Eldon Square. Shipmate Robinson did a good job of work in carrying the branch Standard, minus the staff, which the chairman had forgotten to take.

BEDFORD AFTER GAMES TROPHY

THE Bedford Branch of the Royal Naval Association is at present fully occupied in the Inter-Association Games League, trying to emulate the success of last year, when the branch won the trophy. The Bedford Branch is part of the Bedford United Services Club and, as can be imagined, friendly rivalry is intense.

Visits were made during October to the Slough Branch and the Welwyn Garden City Branch; both evenings being very enjoyable.

Shipmates of the branch are eagerly awaiting to know the identity of "Neptune," whose naval career has been keenly followed.

A most successful dance arranged by the social secretary, Shipmate Mollatt, took place recently at the Berkeley Tavern, Whiteley Bay, everyone enjoying him or herself. The secretary, Shipmate Thirlwell, was especially pleased because, for the "umpteenth" time he learned that he was top ticket seller in the St. Leger draw, organised by Shipmate Denton.

There is to be another dance on November 8 at the same place, in honour of Trafalgar Day. The reporter from Newcastle states: "We all hope that the skipper gets himself a decent car next time and does not break down on the way. What with that and getting hammered at crib, he's having a real rough time lately."

VICE-PRESIDENT LEAVES

The Newcastle and Gateshead Branch recently said farewell to its very popular vice-president, Shipmate P. Anderson, who has taken up a new position at Tunbridge Wells. In a stirring speech Shipmate Anderson recalled the history of the association and the comradeship he has found in it. The president, Capt. G. Maund, D.S.O., R.N., presented Shipmate Anderson with a suitably inscribed tankard, and for Mrs. Anderson there was a bouquet. Newcastle says: "The branch nearest Tunbridge Wells should grab Shipmate Anderson quickly, for he's a 'good'un'."

On the Sunday before Trafalgar Day the branch went to Darham City to support the Sea Cadets.

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The service of thanksgiving and blessing of the Sittingbourne Branch at the Old Court House, Milton Regis, around the floral badge of the Association, was a fitting climax to the branch's silver jubilee year (Photo: "Kent Messenger")

Floral carpet for Sittingbourne's Silver Jubilee

THE silver jubilee year of the Sittingbourne Branch of the Royal Naval Association was very fittingly celebrated on September 14 at the Old Court House, Milton Regis, with a goodly muster of neighbouring branches, at a service of thanksgiving and blessing.

By the kindness of the Council a floral carpet depicting the badge of the Association in flowers had been prepared for the occasion, and with the sun giving the final touch of glory, the service, conducted by the Rev. W. Bear, was also in appreciation of the Council Parks staff, who had produced such a lovely setting.

Branches attending the service were from Maidstone, Gillingham, Chatham, Whitstable and Temple Farm, Street, with their Standards in support of the Area Standard and the Sittingbourne Standard.

Mrs. Margaret Boulding, Chairman of the Council, and members of the Council, were also present and, after the ceremony attended a social gathering at the branch headquarters in East Street.

The ladies of the branch provided an excellent tea, and after the presentation of a bouquet to the Chairman of the Council by Wren Sewell, the youngest member of the branch, tribute was paid to the Council for their generosity, and also to the branch, which has kept its head well up during the last 25 years without a break.

Although now somewhat depleted in numbers the branch still has many

BUST OF LORD NELSON UNVEILED

THAT the memory of Lord Nelson is being kept well and truly alive is shown by an event which took place at the small village of Burnham Thorpe, in Norfolk, on Sunday, October 20.

This village was the birthplace of Lord Nelson, and his memory was honoured by the unveiling of a bust of the famous admiral which had been presented to the community by the Admiralty. The unveiling was carried out by Sir Solly Zuckerman, M.P., in the Nelson Memorial Hall. Prior to this ceremony, there had been a service in the local church at which the lessons had been read by Admiral of the Fleet, Sir Caspar John, G.C.B., and Cdr. H. Grenfell, R.N.

A contingent from H.M.S. Ganges was present at the ceremony, as were representatives from the Royal Naval Association branches of Wells-next-the-Sea, Fakenham, Canterbury and Leamington Spa.

activities and is well known in the area for the continual support given to the aims and objects of the Association.

Much credit must go to Shipmates Cox and Whatford for the hard work that went into this memorable occasion.

Pembroke House residents attend a Harvest Festival

ONCE again the Maidstone branch of the Royal Naval Association held its annual harvest festival at its headquarters at the Bridge House Hotel on September 30, and again a coach-load of old friends from Pembroke House were in attendance.

Some of these old faces are seen year after year and it is pleasant to hear them refer to the times at the old club, which is some five years back now.

Also present were the Mayor of the town, Councillor Capt. Evans, Mr. J. J. Wells, M.P., a shipmate of the branch, and Brigadier H. Fletcher, O.B.E., I.D., who, as an honorary shipmate, proudly states that he has never missed this occasion in 10 years.

'WHITE ENSIGN' DANCE SUCCESS

THE newly formed branch of the Royal Naval Association at Hemel Hempstead held its first dance on October 12 and over 130 shipmates, their wives and friends were present. Representatives from Hertford, Stevenage and Molesey Branches were also present.

A nautical atmosphere was apparent by the numerous flags and bunting, ship's bell, port and starboard lights, lifebelts and boat hooks used for decorating the dance hall.

A humorous reminder of "Tolly Jack ashore" was provided by Shipmate Carter, who sang some of Al Jolson's songs.

The "White Ensign" dance was a climax to the varied summer programme which included a day's outing to Portsmouth and social visits to many branches.

RHONDDA RAISES £40 FOR FREEDOM FROM HUNGER

IT has been the policy of the Rhondda Branch of the Royal Naval Association to hold two charity concerts each year in aid of some charitable cause. Previous concerts have been in aid of the Smallpox Fund, or the local Sea Cadet unit, and they have all been successful, but the concert on October 16 was in aid of the Freedom from Hunger Campaign.

Chairman for the night was Shipmate "Fred" Belmont, one of the pioneers of the charity concerts and who has always worked hard to make them successful. Shipmate Belmont is

one of the survivors from H.M.S. Prince of Wales, and if there are any other survivors in the association, he would like to get in touch with them.

The occasion happened to be the birthday of the oldest member of the branch, Shipmate "Jack" Jones, who was 78 that day. When Shipmate Belmont announced this fact, it was greeted, naturally, with musical honours.

The produce of the harvest, given by many, and of much variety, was loaded on the bus which took the "old timers" back to their residence. They certainly enjoyed the occasion, and so did the young ladies who were their attendants. The harvest festival is one of the events the residents of Pembroke House look forward to and the matron was full of praise for the wonderful time given to her residents.

The organisation of the event was greatly due to the hard work of the branch chairman, Shipmate "Ted" Hollands and his very able committee.

SHOW THE STANDARDS

MEMBERS of the Horley Branch of the Royal Naval Association attended the annual parade and reunion on October 19 and our Horley correspondent says they all thoroughly enjoyed themselves. He went on to say: "I think the show at the Festival Hall was contrary to its intentions, namely the Royal Marines honoured us instead of us honouring them."

Guests with the members of the Horley Branch were the local Careers Officer and his wife and they agreed with another non-member of the association who said: "Never have I seen anything like it."

Branches all over the United Kingdom would be proud to have the Royal Marine bands at their parades up and down the country, but it is realised that finance and circumstances do not permit of this.

Horley Branch has already obtained one new member through the reunion and the reporter says: "I think the more we show our Standards, the more likely are we to bring into the fold those ex-Service men who, perhaps, have not heard of the association."

H.M.S./M. Ocelot, which sailed from Chatham on fitting out trials on November 4, returns to Chatham on November 8, sailing again on November 18.

Blackhall has a 'Big Drip'

A NEW acquisition of the Blackhall Branch of the Royal Naval Association is a charming wall clock which hangs on the wall of the club room. This was presented to the branch by Mrs. McGlen and family in memory of Stoker Daniel McGlen, who was lost in 1941, when serving in H.M.S. Hereward, during the evacuation of Crete.

The president of the branch and Shipmate Craggs send their greetings to the Caernarvon Branch of the Association and thanks for a pleasant evening spent in the Caernarvon headquarters when they were on tour.

When H.M.S. Rothesay paid a visit to the port of Hartlepool recently, a number of the ship's company paid a visit to the Blackhall Colliery. Not surprisingly, there were no volunteers to take up coalmining. Ldg.M.(E) McPhee and E. M. Beck visited the Blackhall Branch's club and appeared to enjoy themselves very much. It was profitable, too, for Ldg.M.(E) McPhee, who won the first house at tombola.

The reporter from Blackhall says that the members of his branch have a "big drip." The first the Royal Naval Association members knew of Rothesay's visit, was when they read in the local Press that a party were to visit the colliery. The reporter asks that the "high-ups" should inform local branches when a naval ship is to visit their area. If branches are told of an impending visit, the members will do all they can to make the visitors welcome. The Blackhall Branch was ready, willing and able, but everything was all cut and dried

before the ship arrived—and not a word to the branch.

ATTENDANCE AT DURHAM

Twelve members attended the Trafalgar Day parade at Durham and, once again, it was a tip-top parade and service. Congratulations from Blackhall to all who helped to provide the teas. Only six Association Standards were on parade, and this was a disappointment. The numbers of shipmates seemed to be down, too.

The Blackhall reporter ends his screed: "Come on, Shipmates, rally round if possible at these functions and let the people see that we of the Royal Naval Association are still Royal Navy and proud of all our great traditions."

Penarth Standard dedicated

ON Sunday, October 20, Trafalgar Sunday, the new Standard of the Penarth Branch of the Royal Naval Association was dedicated at a service held at St. Augustine's Church, Penarth, the service being conducted by the Chaplain of the branch, the Rev. I. Buherry.

Prior to the service a parade was held through Penarth, attended by the shipmates and members of the British Legion, the R.A.F. Association, Sea Cadets from local units, A.T.C. Cadets, Wrens from H.M.S. Cambria, Cardiff, and many local councillors of the Penarth Urban District Council.

Marshal of the parade was Lieut.-Cdr. J. D. Howard, D.S.O., R.N., Admiralty Liaison Officer, Cardiff. The salute was taken by the Chairman of the Penarth Urban District Council, Mr. W. R. Jeffcott, J.P. Area No. 7 of the Association was represented by the Area Chairman, Shipmate E. Russell, and the Area Secretary, Shipmate E. H. Walters. The armed guard was supplied by H.M.S. Cambria, and the parade was led by the St. Patrick Pipe Band, Cardiff.

After the dedication the Colours and Standards were paraded through the town, after which a reception was held.

Winner of Standard Bearer's Competition

IT was announced during the Annual Reunion of the Royal Naval Association at the Royal Festival Hall that No. 3 Area had won the Standard Bearer's Competition.

Second place was taken by No. 8 Area.

Vice-Admiral Sir Michael Villiers, K.C.B., O.B.E., is to be placed on the Retired List to date November 26.

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THE KING VISITS MALTA

Successful start to the invasion of Sicily

[Capt. Waigh, who retired in 1929, was called up for service in the Second World War, being appointed Naval Officer in Charge, Ardrossan, Port Sudan and then the Port of Tripoli when it was captured from the Germans in January, 1943. In May, 1943, he was appointed Captain (Plans) on the staff of the Vice-Admiral, Malta, responsible for the training of landing craft crews, method of beaching, etc., in preparation for the assault on Sicily.]

AT 0800 on June 20, 1943, H.M.S. Aurora, wearing the Royal Standard, entered Grand Harbour, Malta. H.M. King George VI stood on a special platform, mounted in front of the bridge, so that he could be seen by all. The bells were ringing as only the Malta bells knew how to ring. Every vantage point was occupied by dense crowds of Maltese men, women and children, while H.M. ships in harbour were dressed overall and manned by their ships' companies. It was indeed a moving sight to see these loyal Maltese citizens, cheering as they had never cheered before. Their hearts were overflowing with joy and enthusiasm as they endeavoured to show the King how deeply they appreciated his thoughts for them during the period of their great ordeal, and more so, this unexpected visit, following so quickly after the siege had been raised. The population were wildly happy and their cheers gave ready expression of love and loyalty to the King.

This was the first time that a reigning sovereign had visited Malta since 1911. Only one day was spent at Malta, but the King did not spare himself and all parts of the island were visited. Although this memorable visit was so short I experienced the great honour of being presented to him. It gave me the greatest thrill of happiness that I had ever felt.

As the King left harbour on board Aurora on the following day the following signal was made by the Governor: "At the close of a never-to-be-forgotten day in the history of these islands, the Armed Forces and the people of Malta and Gozo humbly wish Your Majesty God speed. We are deeply sensible of the honour our beloved Sovereign has bestowed on his fortress by this personal visit while Malta still stands in the van of the forces of the United Nations in the Central Mediterranean. As in the past this colony has only one intention—never to falter in the service of Your Majesty."

AIRFIELD ON GOZO

As July approached Malta was reaching the peak of activities. Every square inch was occupied by troops or war materials, and landing craft and other ships crowded the Grand Harbour and Sliema. The Americans wanted an airfield and, with some reluctance, permission was given for them to construct one on the nearby island of Gozo. The time available was limited but, in characteristic style, the Americans, starting from scratch, were able to fly off all types of machines within 13 days. Fortunately I was able to supply landing craft to ferry personnel, tools and material, which made this project possible. The Americans never tackled a project un-

less the necessary tools and material were available, particularly labour-saving equipment. How different to the methods of our own armed forces. For them any sudden project needed in an emergency was usually "Blood and sweat" for all concerned.

D-DAY FIXED

It was announced that "D" Day for the invasion of Sicily was to be July 10, 1943. By the beginning of July all the troops and equipment to be embarked on the convoy of landing craft were on the island, the beaches had been allocated and were organised under the control of the Beachmasters. A new office had been allocated to me in the Lascaris Bastion, overlooking Grand Harbour, and two additional R.N.V.R. officers joined my staff. All was set to commence embarkation of personnel and stores.

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waigh, O.B.E.
R.N. (retd.)

July 10 was a firm date. Embarkation at Malta commenced on July 8. There were over 200 landing craft to load with stores and embark personnel. As the loading and embarkation was completed, each vessel proceeded to a prearranged berth, securing head and stern, with bows pointed towards the harbour entrance. The berths were numbered to agree with the order of departure. The berthing positions were quite unorthodox—so many were needed that risks had to be taken.

USE FOR OHIO

To a great extent partly submerged wrecks in the Grand Harbour were used, particularly the wreck of the famous tanker Ohio, securing as many vessels as possible abreast of each other, in sequence of Fleet numbers, without causing any undue overlap of the very limited fairway. If the weather had deteriorated to any great extent, a difficult situation would have arisen, as in some places as many as 200 vessels were secured abreast. After closely packing Grand Harbour I carried out the same procedure in Sliema. Fortunately there was a large oiler moored in the centre of that harbour, and with the helpful co-operation of the captain many L.C.s. were secured on both sides of his ship.

The one great factor on which success or failure depended was the weather, which was beyond human control. Convoys were making ready to sail from ports east and west of Malta, some coming from as far eastward as my former port of Tripoli. The rendezvous was south-east of Malta. The commander-in-chief had decided that if, on account of weather, the landings on Sicily had to be called off, he would be able to reverse the convoys if 24 hours notice was given. The hour of landing had been timed for 0300 on July 10. It was realised that if the assault was delayed, even for a short time, it might have serious consequences on this great amphibious operation.

A FATEFUL DECISION

At noon on July 9 it was blowing hard from the north-west, raising a short choppy sea. This was the latest hour that could be accepted for reversing the convoys. A decision had to be made. What would it be? It was



H.M.S. Aurora entering Grand Harbour, Malta, on June 20, 1943, with H.M. King George VI on board

decided to accept the risks—the die was cast, there could be no turning back. The weather during the afternoon worsened, but in the Mediterranean the wind has a tendency to drop after sundown.

Having an assault landing craft at my disposal I had worked all through the night of July 8 assisting to berth L.S.s. in Sliema Harbour. Each craft had to be virtually led into its berth. It was no easy task in the dark as many of the commanding officers failed to use sufficient speed and were quickly blown to leeward. However, by 0900, July 9, the Malta Armada was "all set" for an orderly departure and, the weather having moderated, the exodus from Grand Harbour commenced in the afternoon.

The signal for slipping had been prearranged and was made on the instructions of Cdr. Whitney-Smith from my office. I was afloat in my L.C.A. and supervised the slipping of each group. It was an impressive sight to see so many landing craft, keeping close station in "Line Ahead" in the relatively smooth waters of Grand Harbour.

sion was released and I could relax. I went to the officers' mess in Lascaris Bastion to enjoy a good meal. Capt. Edwards, Chief of Staff to Vice-Admiral, Malta, joined me, and after a general conversation he quietly said "The Admiral has instructed me to see that you go to bed forthwith and get some sleep," and a young officer was detailed to accompany me to my room and to see that I turned in.

"WHAT NEXT?"

I slept like a log until late the following morning, and what a joy it was to hear of the great success of the landings, with little opposition. The port of Syracuse had been captured and occupied by nightfall of the original landing day. The port of Augusta, an Italian naval base with a large harbour, was captured after heavy fighting on July 13.

Meanwhile, my duties had eased considerably and a thought passed through my mind "What next?" It was not long before I knew.

On the evening of July 16 I met Admiral Power and Admiral Ramsay on one of the beaches. Admiral Power



A pre-Second World War picture of battleships anchored in the upper reaches of Grand Harbour, Malta

A TOUGH JOB

Little did the military personnel realise that they were in for a "bashing" when once clear of the harbour. The commanding officers were young R.N.V.R. lieutenants and the crews were R.N.V.R. ratings. They had a tough job before them which soon became apparent as they cleared the harbour and passed into a confused and angry sea.

As the last group were slipping in Grand Harbour I proceeded in my L.C.A. to Sliema Harbour, battling against a head sea and was nearly swamped. However, we made it, and sailed the remainder of the convoy. There were no mishaps, no delays, and by sunset, every craft was clear of Malta, plunging their way, as darkness descended, in company with hundreds of other ships, completely darkened, towards their objective—the coast of Sicily. All I could do now was to wish them "God speed" and a successful landing.

I had been working under tension without a break for 48 hours, without sleep and feeding myself, haphazardly, on biscuits. Now the ten-

was unusually excited. He ordered me to get back to the club and pack my bag. I then asked Admiral Ramsay what it was all about. "Things are not going to our liking at Syracuse and we want you to go forward and straighten things out," he said. This explanation was satisfying to me. I

A NEW APPOINTMENT

I telephoned the Admiral's secretary at midnight and was informed that arrangements had been cancelled. So, with reluctance, I unpacked my bag. At 11.45 on the following day, when I was at an L.S.T. beach, I received an urgent telephone call. The Admiral's secretary informed me that something had gone wrong at Augusta and that the Commander-in-Chief had appointed me the Naval Officer-in-Charge, Augusta. I was to proceed without delay to join a destroyer that had been lying off for an hour waiting for me to join her for passage to Augusta. I was in shorts and shirt so, collecting a clean shift of clothes and my shaving gear I joined H.M.S. Ledbury for passage to Augusta.

(To be continued)



A scene near Admiralty House, Valetta, in 1943. (Photo: Imperial War Museum)



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



Send this coupon to 246 Bishopsgate, London, E.C.2

Please send me details of the Progressive Savings Scheme

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Ch.M.E. W. R. Callicott with his family after the presentation

'Source of inspiration and wonder'

ON October 15 in H.M.S. Drake, Admiral Sir Nigel Henderson, Commander-in-Chief, Plymouth, presented Chief Engineering Mechanic W. R. Callicott, with the British Empire Medal awarded for services while in H.M.S. Woodbridge Haven on the Far East Station.

Ch.M.E. Callicott, married, with two sons and a daughter, lives in Plymouth and is in the middle of his "fifth-five" engagement.

Ch.M.E. Callicott joined Woodbridge Haven in June, 1962, when the ship was in dockyard hands for refit and, when the ship was operational, took part in anti-piracy operations off Borneo. Under difficult climatic conditions, short of men, and having to "nurse" the engines, Ch.M.E. Callicott was a source of inspiration and wonder to all who worked alongside him. By his invariable cheerfulness and encouragement he contributed to the ability of the ship to overcome her difficulties and remain fully operational.

After a brief spell in Singapore the ship sailed again to Borneo, this time on operations in support of British forces in Brunei and Labuan. Once again he did an outstanding job to ensure that his men provided all that they were called upon to do, and in this he markedly contributed to the success of the operations.

"BEST LED NAVY"

THE Royal Navy may not be the largest Navy, but it is still the best manned, the best led and the most efficient Navy—so you may take heart. It is still the Navy which is the envy of all. With these words Capt. Eric W. Bush, D.S.O. and two Bars, D.S.C., R.N., ends the first chapter of his book "How to Become a Naval Officer" (George Allen & Unwin, Ltd., 21s.), a book addressed "to the school-boy of today who may be the Naval officer of tomorrow."

In a foreword Admiral Sir Royston Wright, K.C.B., D.S.O. and Bar, Second Sea Lord and Chief of Naval Personnel, commends this excellent book to boys and parents alike. He says "It is a textbook in that it tells you about the mechanics of joining the Navy, but it is also an adventure book in that it lays before you the facts about life in the Navy once you have joined. Nobody is better qualified to do this than Capt. Bush."

The book contains chapters on pay and promotion, the various specialisations within the Service, the entry regulations with an outline of the scholarship and reserved cadetships, and the financial assistance for scholars, and a useful chapter on how to prepare for a Naval career.

There is a chapter devoted to The Admiralty Interview Board, followed by another on life on The Britannia Royal Naval College. Then come chapters on Joining the Fleet, Character and Leadership, the Naval Tradition and Naval Customs and Language, with an appendix on Naval books worth reading.

Well written and well produced and illustrated, "How to Become a Naval Officer" will be of wonderful value to all boys interested in the Royal Navy as a career, and parents, too, will find it invaluable.



H.M.S. Tiger and H.M.S. Hermes on an exercise in the Mediterranean. H.M.S. Hermes returned to Portsmouth on October 23 after her trials in the Mediterranean, during which she made a courtesy visit to Barcelona. The carrier will sail for more exercises at the end of November, returning to Portsmouth in time to give Christmas leave



Seven presents to please seven friends who already own lighters

A petrol lighter can be a loyal and trustworthy companion. But it can't match a Ronson Varaflame. Because a Varaflame runs on butane, a safe, clean, tasteless gas. That's why a Varaflame doesn't smoke, or smell or leak. Or need filling every couple of weeks. And every one has the exclusive Varaflame control that lets you turn the flame up for pipes. Down for cigarettes. In between for cigars.

No wonder any smoker, even one who already owns a petrol lighter, will be thrilled to get a Varaflame for Christmas. There are 40 models to choose from. Here are seven.

Ronson Varaflames in the picture are:

1. Windmaster in satine chromium, 63/-. A completely windproof gas lighter, tested on Mount Everest. Other finishes: engine-turned, handstitched buffalo, 65/-.
2. Starfire in golden finish with enamelled decoration, 63/-. Other golden or black finishes from 59/6. The lightest, most feminine lighter you could give.
3. Ladylite in chromium, 90/-, in golden finish, £5.5.0. Sleek, elegant, sophisticated.
4. Premier in chromium, 77/6. Gives as many as 3,000 lights on one filling. Other finishes: chromium, enamel,

crocodile, handstitched buffalo skin from 72/6.

5. Adonis—all the Varaflame virtues in a new, slender shape. Three luxury golden finishes from 89/6.

6. Windlite (made in W. Germany) in engraved chromium, 49/6. Windproof. Practical. One of the toughest gas lighters you can buy.

7. Queen Anne, £4.19.6. A silver-plated table lighter in classic style. Six other distinctive designs from 72/6.

RONSON

40 pocket, handbag and table Varaflame styles from 47/6

Donkey witness at the surrender of Linosa

SIR.—It gives me great pleasure to write and thank you for the pleasure I have derived from reading "Navy News" and especially the articles by Capt. H. F. Wright, O.B.E., R.N. (Retd.), and it is this month's issue (October) that has prompted me to write to you because at the end of his article he mentioned the surrender of the Italian islands.

I was, sir, at the time a Leading Seaman (L.R.2) on board H.M.S. Nubian, a "Tribal" class destroyer and I was the coxswain of the sea boat. We had been in company with the remainder of the naval formation at Pantellaria and Lampedusa and on the night of June 12 we, in Nubian, were detached on our own, to proceed to Linosa to present to the garrison the unconditional surrender terms.

Nubian closed inshore at 6 a.m., Sunday, and the whaler lowered. I coxswained the whaler ashore in which we had two officers, Lieut. P. B. de Beavoir Jeayes, R.N., from Andover, and Mr. E. N. Read, R.N., from Portsmouth, who was our Italian-speaking warrant telegraphist, and 11 ratings.

We pulled ashore towards the jetty with white flags flying in the bows and the White Ensign aft. Answering white flags sprouted from the island's signal blockhouses and, as we approached the jetty, two Italian officers ran down the beach with a white sheet stretched between them.

THREE MINUTES FOR TRANSFER

Mr. Read commandeered a donkey and rode through the armoured machine-gun posts to meet them. Three minutes' parley transferred Linosa to British hands. "It was no use challenging the Allied bombers," the commandant wisely admitted.

As the news was flashed to the ship W.O. Read spurred his mount towards Linosa village, where he met the priest leading a procession of most of the villagers.

Lieut. Jeayes telephoned the island's outposts to bring in scattered military personnel and for the three hours I plied the whaler between the jetty and Nubian with 131 prisoners, comprising the island's garrison.

Meanwhile the landing party scoured the island's basin and three small mountains, immobilising the guns and carting off the ammunition to dump in the sea.

Four hours from the time Nubian sighted the island, Linosa had been rendered completely inoffensive and we were steaming away with the despondent commandant saying: "It hangs heavy on my heart that I have lost," only to be consoled by my mate in the low-angle director's crew, L.S. Harry Evans, with the remark "So did Rommel, von Arnim and von Paulus, so you're in good company, mate!"

I must add that our captain was Cdr. D. E. Holland-Martin, D.S.C., R.N., who was later to receive the D.S.O. in Nubian. I have never sailed or gone into action with a finer or cooler captain and if you do print this, sir, I hope that Admiral Holland-Martin reads this, because I should like to say "Thank you, Sir, for the confidence you gave us all between February, 1941, and December, 1943." I should like, also, any of my shipmates in Nubian to write to me. —Yours, etc., J. A. SMITH, 16 West End Avenue, Doncaster.

H.M.S. Whirlwind (Cdr. J. K. Lessey, D.S.C., R.N.), a type-15 first-rate fast anti-submarine frigate, sails for trials after refit on November 30.



837 Course (The Pirates). Even their magnificent records were soon to be broken

PIRATES' RECORDS WERE SHORT LIVED

THE dreadful weather which has been experienced this summer has by no means decreased the enthusiasm of the petty officers passing through H.M.S. Royal Arthur—in fact, each successive course seems to have had a will to do better than the last. As a result, every record for the Black Mountains trek, the cliff and chasm and the obstacle course has been broken.

Petty officers who in the past remember sweating round the cliff and chasm course in what was then a record-breaking time of about 9 min. will be surprised to hear that this time

was reduced to 8 min. 29 sec. by 837 Course (the Pirates) in July. Their record however, was short-lived, as within a month 840 Course (the Nomads) had reduced the time still further to 8 min. 16.5 sec.

The Pirates scored another success by obtaining the highest-ever course average for the Black Mountains trek of 1763 points. This record, too, fell quickly to the Nomads, who promptly scored a course average of 1898 points. This, added to their previous record-breaking run of one second over eight minutes for the obstacle course, meant that they had accomplished the unique achievement of having their course number at the top of three out of four record boards.

Then, when all thought that it was impossible to break any more records, 843 Course (the Perishers), returned a still better time of 7 min. 46 sec. for the obstacle course.

OVER £200 TO CHARITY

On June 1, to celebrate the anniversary of the famous naval battle, H.M.S. Royal Arthur was "at home" to the public for the first time ever. Over 2,000 people visited the establishment and thoroughly enjoyed all they saw. Rear-Admiral J. M. D. Gray, O.B.E., the Director-General of Training, performed the opening ceremony and thereafter the members of the public were free to go where they pleased. To entertain them there was an air display, free-falling parachutists, a "crossing-the-line" ceremony, several static displays, even an obstacle-course run, and many stalls at which they could spend their money. The proceeds amounting to £233 were sent to naval charities.

IMPROVEMENTS

The year has seen many improvements to the camp itself. In February, the newly decorated Petty Officers' and Ship's Company Bars were opened by Rear-Admiral R. A. J. Owen, C.B., the Director-General of Personnel Services. Then, in April, the Royal Arthur Club was decorated and now the petty officers on course have these two most comfortable rooms in which to relax during their leisure hours. A superb new squash court was built during the summer and is yet another indication of the late Lord Nuffield's generosity to the Services.

The front of the chapel, too, has been painted a light stone colour to distinguish it from the other buildings in the camp and a new oak door and porch add to its beauty. The new Wardroom starts to rise early in the New Year and the Petty Officers' Dining Hall and Servery will soon be completed.

The Chaplain of the Fleet, the Venerable Archdeacon R. W. Richardson, O.H.C., M.A., will preach at St. George's Church, H.M.S. Pembroke, on Sunday, November 17.

BEST HOME PORT 'RUN' IN U.K.

THE Oberon Class submarine H.M.S. Otter (Lieut.-Cdr. N. J. Gilbert, R.N.) and the Porpoise Class H.M.S. Rorqual (Lieut.-Cdr. S. G. Tomlinson, C.D., R.C.N.), negotiated the narrow River Avon to visit the port of Bristol at the end of September. Berthed in the heart of the city, they were in an excellent position to take advantage of the lavish hospitality showered upon them.

The submarines' crews were overwhelmed with kind invitations and found it difficult to do justice to all the offers. Visits were organised to Bristol Siddeley Engines Ltd., Fry's and Sons, and the Bristol Brewery, and free tickets were available to two theatres, to cinemas and to dances, etc.

During the week the two "boats" spent at Bristol they were a popular centre of attraction. Organised parties looked round the submarines daily and at the week-end the public thronged aboard in their hundreds.

In the mind of many a submariner will linger memories of what must surely be the best "Home Port Run" in the United Kingdom.

Remote Australian lake surveyed

A BIOLOGICAL survey of a remote Central Australian lake was recently carried out by a party of eight Royal Naval officers and ratings, who covered 4,500 miles during their 15-day expedition. They captured animals, collected other specimens, photographed the area and made notes for the benefit of Australian scientists.

Leader of the expedition, to Lake Amadeus, 300 miles west of Alice Springs was an officer from H.M.S.M. Tabard, 24-year-old Lieut. H. M. White, R.N., from Jersey. He took part in a similar project to the rain forests of Southern Queensland last year.

The party left Sydney by road on October 19, camping out for two nights on the way to Port Augusta, South Australia, where man and vehicles entrained for Alice Springs.

MEMBERS OF PARTY

All those who took part are serving in the Fourth Submarine Division, based at Sydney. The other members were Lieut. T. J. Shone, R.N. (23), from Chester; Lieut. R. D. Hunter, R.N. (24), from Guildford; Sub-Lieut. F. S. Worthington, R.N. (23), whose home is at present in Naples, E.R.A. S. A. Jennings (36), from Nova Scotia, A.B. J. Robb (25), from Penicik, and 23-year-old A.B. R. Shipman, from Doncaster. The expedition's photographer was 40-year-old C. Rad Elect. Elliott, from Dublin.

The party camped on an island or on the lake shore while carrying out the survey. Traps and collecting equipment were provided by the Australian Museum of Sydney, and all animal specimens collected were preserved for scientific investigations when the party returned to Sydney on November 2.

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Empress State Buildings, London, S.W.6

Serving naval personnel should make application through their
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A NEW LONDON ON TRIALS

Latest of the Royal Navy's "County" class guided-missile destroyers, H.M.S. London, after leaving the shipyard of Swan, Hunter & Wigham Richardson Ltd., at Wallsend-on-Tyne, last month for her sea trials. Sister ships H.M.S. Devonshire, H.M.S. Hampshire and H.M.S. Kent are already in commission and two others, Fife and Glamorgan, are under construction. At the right is Capt. J. C. Bartosik, D.S.C., R.N., on the bridge of the new destroyer. London's displacement is about 6,200 tons (full load) and she is 520 feet in length (o.a.) with a beam of 54 feet. Her complement is 440 officers and men. Her guided weapons consist of one twin launcher aft for Sea-slug ship-to-air guided missiles and two quadruple launchers for Seacat close range ship-to-air missiles. Fitted for Westland Wessex helicopter. The ship will be commissioned at the Wallsend yard on Thursday, November 14, and after a short shake-down cruise will arrive at Portsmouth, her base port, on November 25. Principal guests at the commissioning ceremony will be Vice-Admiral Sir Peter Cazalet, K.B.E., C.B., D.S.O., D.S.C., who was captain of the previous London during Yangtze incident in 1949, and Alderman Sir Denis Truscott, C.B.E., T.D., representing the Lord Mayor and Corporation of London

**Antelopes flown to
National Park**

OPERATION "Antelope" has been launched by the Royal Navy in Kenya, where helicopters from the aircraft carrier Ark Royal are flying 60 rare antelopes to the safety of a game reserve. The Navy was asked by Kenya's Game Department to help save the Hunter antelope, which are threatened with total extinction.

There are believed to be only about 1,000 of the species left in the world, and they are nearly all concentrated in a small area on the left bank of the Tana River. To ensure that they do not become completely extinct, a breeding herd of about 60 of them is being transferred to the safety of the 8,000-square-mile national park at Tsavo, 160 miles from Nairobi.

Helicopters are being used for the operation because heavy rain recently has made it impossible to move the animals by road. Two Wessex helicopters from the Ark Royal are ferrying the animals to Tsavo—a journey of about 200 miles. The antelopes are being trussed up for the trip, and each is being looked after by an attendant during the flight.

The Hunter antelope was discovered in 1888 by an explorer called Hunter who was on an expedition in Kenya led by Sir Robert Harvey. The antelope stands about four feet high at the shoulder and has two-foot-long horns. It is reddish brown, with a white tail and a distinctive chevron-shaped stripe across the forehead.

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Capt. C. H. S. Wise, M.B.E., R.N., chairman of the Royal Navy Cycling Association, presenting R.Mech. E. Wooley, the massed-start champion, with his winning trophy. R.Mech. Wooley was second in the 12-hour trial, covering 233 miles 825 yards

The Navy riders win their first Inter-Service title

At the beginning of the year it was forecast that a busy time was ahead for the Navy cyclists. This forecast was an under-statement. For every week-end of the season has seen the Navy rider in action on courses all over the country. This keenness brought its reward when, for the first time, the Navy came out on top in an inter-Services championship. The event was the 50-mile time trial, and the winning team was P.O. (P.T.I.) R. Beck, now at the School of P.T., L.S.A. (S) O. Bryce, now in H.M.S. Eagle, and S.B.P.O. (M) A. Fowler, of R.N. Hospital, Plymouth.

These three riders dominated the Navy championships and, in particular, Beck was outstanding until his duties at the Royal Tournament upset his training routine. He won the title at 10, 25 and 50 miles of time-trialing and, in winning all four events that make up the track omnium, was a clear winner of the track title as well.

Owen Bryce won both the 100 miles and 12-hour titles, and in contrast, won the hill climb. The massed-start event was won by R.Mech. (Air) E. Wooley, of H.M.S. Osprey, who is something of an expert at riding the Lee circuit used for the race.

BEST ALL-ROUNDER

The Long-Distance Best All-Rounder Trophy was won by L.S.A. Bryce with an average speed of 21.304 m.p.h. over the 50, 100 miles and 12 hours, and after a season-long struggle, during which many personal best performances were recorded, and the 10-mile record fell twice, S.B.P.O. Fowler came out on top in the short-distance best all-rounder with an average of 23.702 m.p.h. for the 10, 25 and 50 miles. This was only .014 m.p.h. better than the second man, Bryce.

In addition to the 10-mile record, which fell first to Bryce in 24 min. 43 sec., and then to Fowler in 24 min. 40 sec., the tandem 50-mile record was



On the way to his title—L.S.A. (S) O. Bryce during the hill climb

broken by the combination of Beck and C.P.O. R. Carter, who covered the distance in 2 hrs. 1 min. 12 sec. In the

(Continued in column 3)



Back row: Lieut.-Cdr. Mackenzie (F.R.O.), E.R.A. Bolton (H.M.A.S. Quiberon), A.B. Reed (H.M.S. Lion), L.S. Stace (captain, H.M.S. Terror), S./Lieut. Tay Ee Goh (H.M.S. Laburnum). Middle row: S.A. (S) Freeman (H.M.S. Hartland Point), S./Lieut. Lunn (P.R.O.), Surg. Cdr. (D) Fletcher (chairman), O.A. Smith (H.M.S. Lion), P.O.Ck. Chong (H.M.S. Terror), S./Lieut. Wait (H.M.A.S. Vendetta). Front row: O.S. Hermans (H.M.A.S. Vendetta), O.S. Barnes (H.M.A.S. Quiberon), L.Ck. Bruce (H.M.N.Z.S. Otago), O.S. Brazier (H.M.A.S. Vendetta), O.S. Boon Quee (K.D., Singapore), Lieut. Herron (H.M.A.S. Vendetta)

Navy wins Far East Inter-Service Championship after ten years

FOR the first time in 10 years the Royal Navy won the inter-Service swimming championship in Singapore and, for only the second time in 16 years, also won the water-polo championship.

Fifty per cent. of the swimming team was supplied by the "Aussies" from H.M.A. Ships Vendetta and Quiberon, and had it not been for their support, the struggle might have been even harder.

Good grouping by Navy runners

ON October 19 at Southampton, the Royal Naval Athletic Club (South) competed in the cross-country race against Southampton, Eastleigh and Bournemouth Athletic Clubs. The turn-out was the best for some years, with 11 runners representing the R.N.A.C.

Bournemouth had the first man home over the four-and-a-half-mile course, but good grouping by P.O. McFadden, E. A. Fagge, L.Sid. Weatherill, P.O. Morralee, A. A. Rosier and R.P.O. Brennan enabled the R.N.A.C. to gain second place in the team result.

Placings: 1st, Southampton, 60 points; 2nd, R.N.A.C. (South), 74 points; 3rd, Eastleigh, 82 points; and 4th, Bournemouth, 91 points.

R.N.A.C.'s next fixture is at H.M.S. Dryad on Saturday, November 16, against Brighton Athletic Club.

The star of the gala was O.S. "Steve" Barnes (H.M.A.S. Vendetta), who, swimming in beautiful style, won the 100 and 200 metres free style in near-record time. This lad has done considerable racing in his home state of New South Wales and showed that when fit is a swimmer to be reckoned with in any class of competition.

As last year, the result was in doubt until the final relay, which the Navy won after an exciting race, in a new record time. Final results: Royal Navy, 71 points; Army, 63 points; R.A.F., 55 points.

In winning the water-polo championship the first game was against the Army at Gillman Barracks, Singapore,

which was a good, hard game, the Navy winning by 9 goals to 7. In the second, and deciding game, against the R.A.F. at H.M.S. Terror, the R.A.F. side was beaten by 7 goals to 6. Stars for the Navy were the old combination from United Kingdom teams, O.A.I. "Ron" Smith and L.S. John Stace, P.T.I.

These swimming successes, following the winning of the inter-Service boxing and soccer championships, and running a very close second in the athletics and cricket, seems to confirm that the extra effort being put into the organisation of naval sport in the United Kingdom, is beginning to show dividends in other parts of the world.

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(Continued from column 2)
hill climb Bryce lowered the existing time by exactly 4 seconds.

In other inter-Service events the Navy teams improved on their previous performances by finishing second in both the massed start and the hill climb, but in the track events the lack of specialist riders prevented any improvement, although the measure of defeat was much less than heretofore.